

Latitude 38

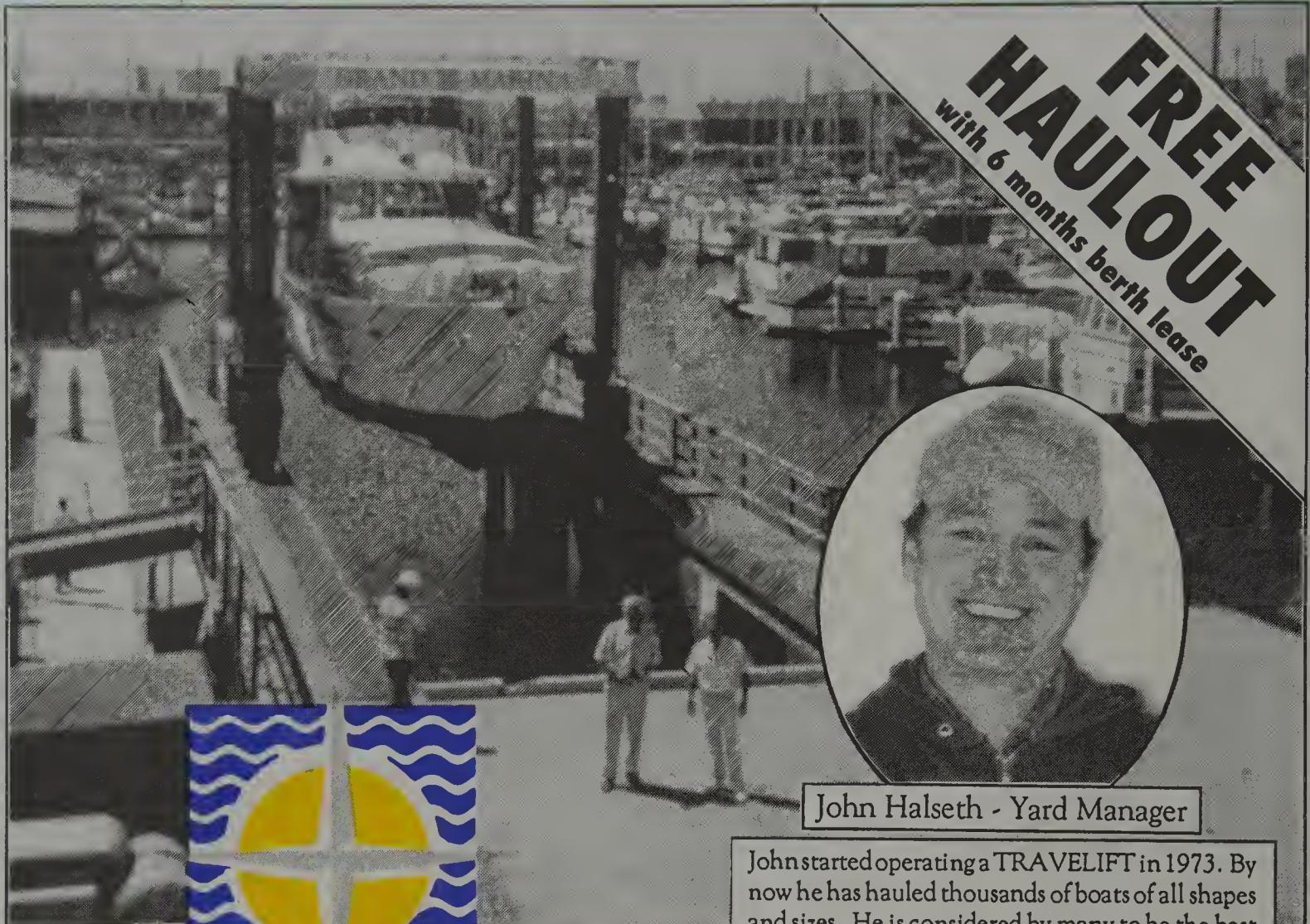
VOLUME 173, NOVEMBER 1991

CIRCULATION: 48,000



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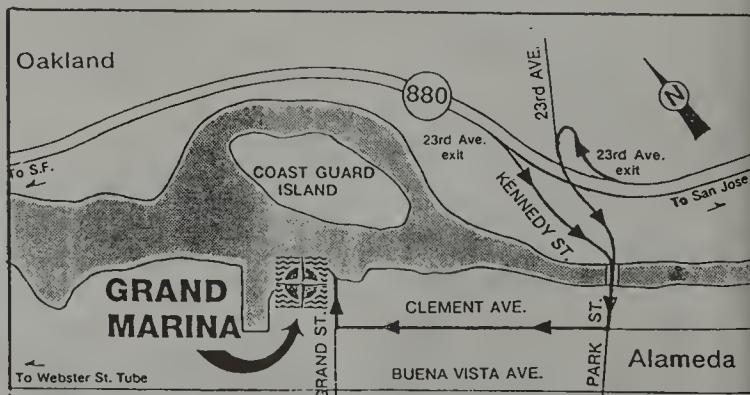
2099 Grand Street, Alameda, CA 94501

John Halseth - Yard Manager

John started operating a TRAVELIFT in 1973. By now he has hauled thousands of boats of all shapes and sizes. He is considered by many to be the best TRAVELIFT operator in the Bay Area. Grand Marina is proud to have John Halseth join our team of caring professionals.

John's thought for the month:

"Don't be penny wise and pound foolish in these tough economic times. A few dollars worth of zinxs today can save you thousands in underwater metal damage tomorrow. This month you can save an extra 10% on zinxs with your haulout at Grand Marina if you bring in this ad!"



- Take the 23rd Ave. exit off 880 to the Park St. Bridge. Turn right at the first light onto Clement St. Go one mile and turn right onto Grand St. and proceed to the marina.

A Heartfelt Victory . . .



NOVIA*

Novia, John Webb's Cal 39, has been making tracks in the local ocean!

Racing in the IMS2 division in the Ocean Racing Association's Drake's Bay race, *Novia* placed first for the weekend. And in the 50th Annual Windjammer race to Santa Cruz on Labor Day weekend, she again came in first in her IMS division.



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1989 PASSPORT 41. Bob Perry's masterpiece of function and beauty. Mint condition, furling, windlass. \$195,000.



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28' BENETEAU 285, furl, Loran ..	39,500
29' BAYFIELD pocket cruiser	24,900
29' ERICSON	14,900
30' ERICSON	42,000
30' OLSON	19,900
30' SANTANA	25,000
30' CATALINA	23,500
30' PEARSON, diesel, furling	19,500
32' ISLANDER	31,000
34' WYLIE	39,500
35' BREWER CUTTER	74,500
35' NIAGRA	77,900
36' C&C, furling	53,000
36' PEARSON	85,000
37' BENETEAU 375, 1986	87,500
37' HUNTER, cutter rig	54,900
37' TAYANA, 1985	89,500
38' SABRE	159,000
38' BENETEAU	85,000
38' MORGAN	61,000
38' HANS CHRISTIAN T, 1986	135,000
39' CAL	39,000
40' PASSPORT	189,000
40' BENETEAU IOR one-ton	115,000
40' BERMUDA, Hinckley	134,000
40' BENETEAU 405, 1989	130,000
41' C&C	114,500
43' MASON	125,000
43' CHEOY LEE mtr sailr, '89	249,500
43' BENETEAU Oceanis 430 '90	174,900
44' ALDEN CUTTER	265,000
44' LAFITTE	140,000
50' PASSPORT	495,000
51' PASSPORT, center cockpit	325,000
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59' HINCKLEY SOU'WESTER	595,000



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'Gobbling Up the South Bay'

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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BENETEAU OCEANIS 370



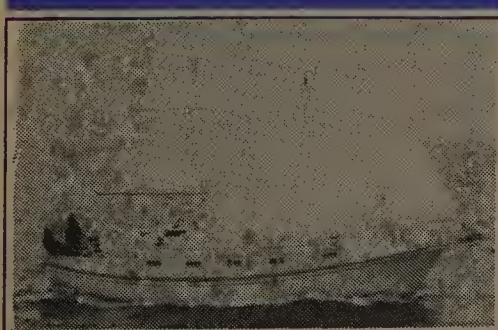
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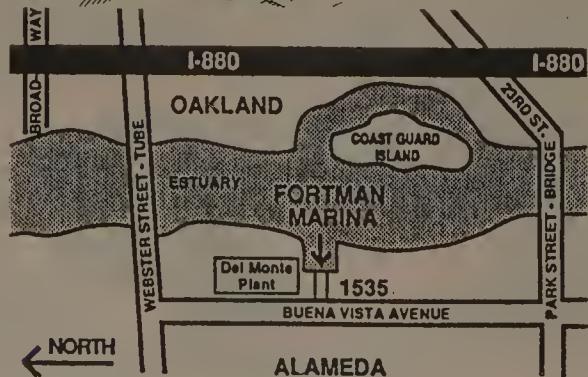
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Latitude 38

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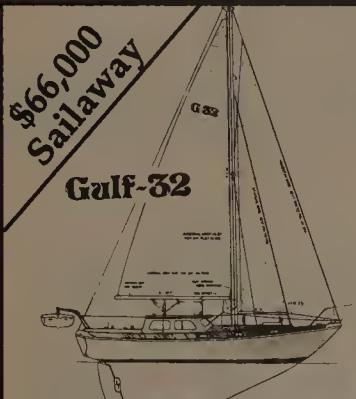
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EAST BAY

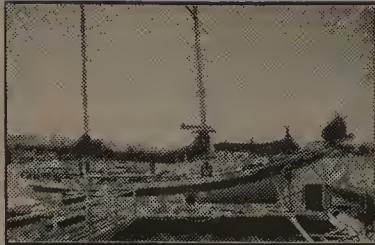
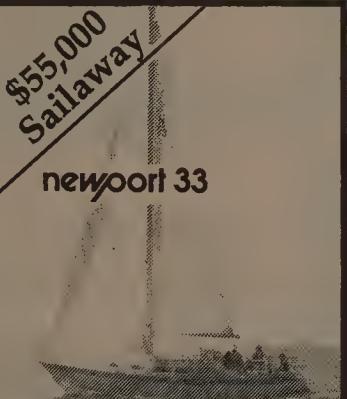
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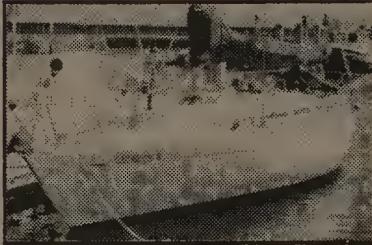
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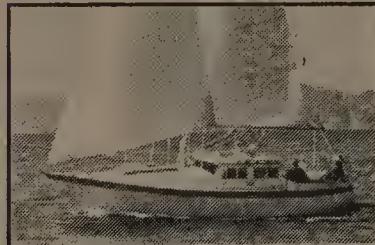
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32' BENETEAU, '81	39,500	42' HALLBERG RASSY, '82	189,000
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34' BENETEAU, '88	79,000	53' ROBERTS STEEL ketch, '80	129,000
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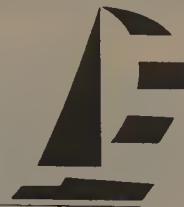
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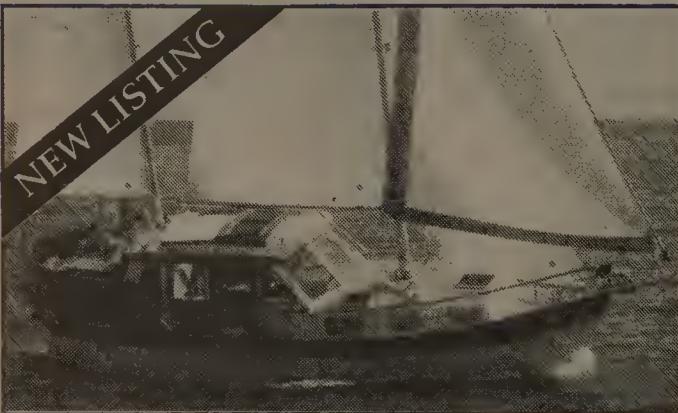
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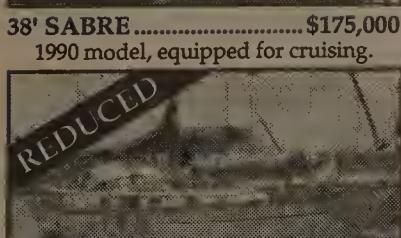
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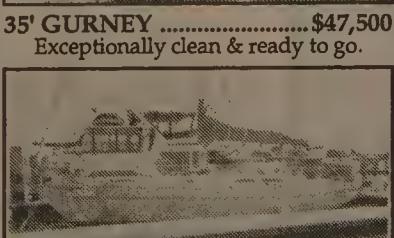
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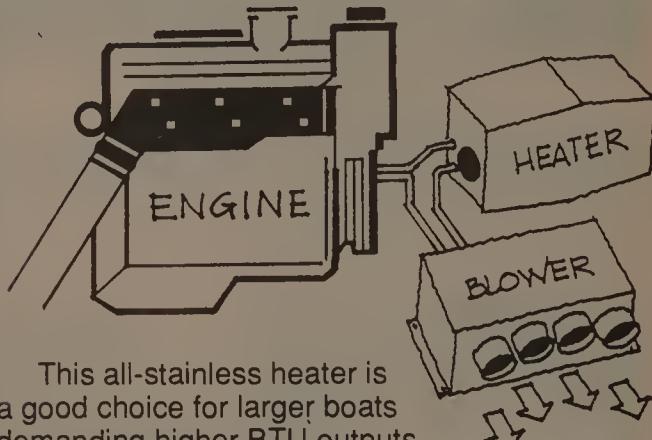
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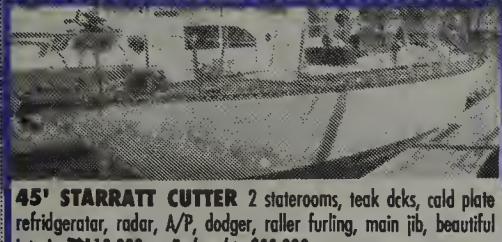
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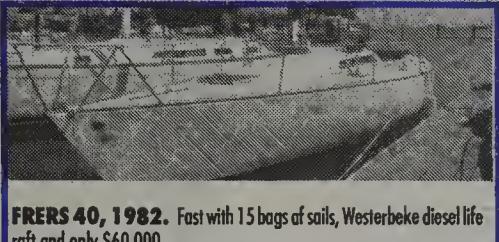


YACHTS

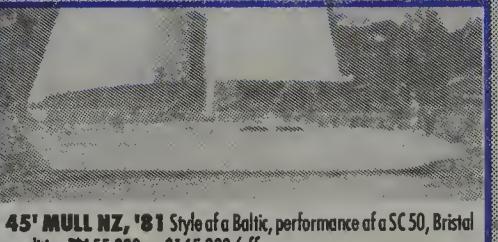
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45' STARRATT CUTTER 2 staterooms, teak decks, cold plate refrigerator, radar, A/P, dodger, roller furling, main jib, beautiful interior. \$110,000. Reduced to \$99,000.



FRERS 40, 1982. Fast with 15 bags of sails, Westerbeke diesel life raft and only \$60,000.



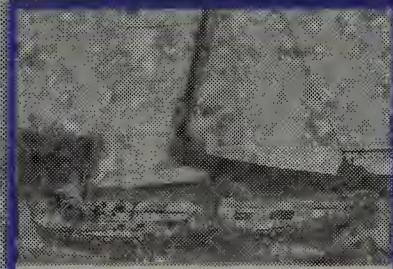
45' MULL NZ, '81 Style of a Baltic, performance of a SC 50, Bristol condition. \$155,000. \$145,000/offer.



65' MACGREGOR Racer with 4 chutes, 14 sails, B&G electronics. Ready to go anywhere. \$127,000.



CT 48 Perry design 3 staterooms, Galley w/dinette. Bright Main Saloon, 2 heads - Gen., 6 man liferaft, spinnaker, sailing dinghy. \$140,000



44' LAFITTE '80 Outstanding bluewater cruiser, will consider trades for RE or smaller boat. \$139,950.



PEARSON 35, '70 New engine, sails, liferaft, Aries windvane, refrigeration, 4 anchors, 1,000 ft. of rope. \$39,000.

ERICSONS

30	1986, Loaded	\$39,000
32	New diesel	\$27,000
34	1988	\$84,000
35	1973, New engine	\$35,000
38	1981	\$75,600

SAIL

58'	PETERSON Schnir, '83	97,650/Offers
57'	CLIPPER KETCH, '25	80,000
55'	CLIPPER SCHOONER, '75	125,000
46'	PORPOISE KETCH, '72	132,000
45'	MORGAN, 1978	95,000
44'	HARDIN, 1979	99,000
44'	FISHER ISL.KETCH, '63	99,000
43'	HC, '77	2 from 125,000
41'	CORONADO, '72	54,000
41'	FREEPORT, 1976	89,500
41'	MORGAN	78,000
41'	RHODES, 1966	60,000
40'	OCEAN M.S., '82	98,000
40'	MARINE TRADER, MS, '82	85,000
40'	MOTIVA STL PH, 1981	76,500
40'	VALIANT, 1978	98,900
40'	WORTH, 1984	90,000
36'	PEARSON 365, '79	48,000
38'	CABO RICO, '81	93,900
38'	C&C, '76	65,000
38'	ERICSON, '81	75,600
38'	MORGAN, 1979	66,000
38'	CABO RICO	93,000
37'	HUNTER, 1984	62,000
37'	TARTAN, '82	79,000
37'	TAYANA, 1978	79,000
36'	HANS CHRISTIAN, 1975	62,000
36'	ISLANDER, 1976	4 from 40,000
36'	J, 1981	2 from 66,000
36'	PEARSON, 1985	85,000
36'	PEARSON 365, 1979	48,000
35'	FANTASIA, '77	62,000
34'	ERICSON, '88	84,000
34'	C & C, '79	39,000
34'		
34'		
33'	HUNTER, 1983	49,000
33'	GUERNSEY alum	56,000
33'	HUNTER, 1979	29,000
32'	ARIES, 1981	3 from 30,000
30'	YAMAHA, '79	25,000
30'	FANTASIA, '77	62,000
30'	ERICSON, 1986	45,000
30'	ISLANDER	2 from 20,000
30'	PEARSON 303	48,000
29'	ISLANDER, 1968	19,000
27'	LANCER, 1984	24,500
23'	STONEHORSE CUTTER	15,900

POWER

57'	CHRIS CRAFT	169,000
53'	BLUEWATER, 1981	160,000
52'	DEFEVER	250,000
51'	BLUEWATER, '84	139,000/offers
50'	CHRIS CRAFT, 1960	115,000
49'	ALBIN, 1980	155,000
43'	CAL FB, 1984	185,000
43'	PRESIDENT, 1983	160,000
42'	UNIFLITE, 1984	169,000
40'	MONK TRAWLER	2 from 32,000
40'	BELL MOTOR YACHT, '82	118,000
40'	CRUIS-A-HOME, 1975	58,000
37'	HERSHINE	61,000
36'	SEDAN TRAWLER, 1983	66,000
35'	CHRIS CRAFT COMM, 1968	58,500
35'	GOLDEN GATE, 1979	59,500
32'	CARVER	94,500
32'	UNIFLITE, 1979	57,400
31'	CRUIS-A-HOME	39,000
30'	WILLARD VOYAGER	39,000
28'	SEA RAY	34,000



52' CHEOY LEE, M.S., '82. Twin Lehman dls, Gen, SatNav, WeFax, Benmar 210, 3 staterms, 2 heads w/showers, washer/dryer. \$238,000.



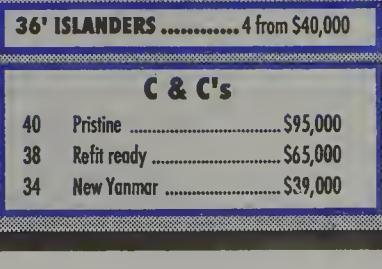
OCEAN 40' KETCH M.S., '82. 120hp dsl, 1000 mi. range, inside steering, no blisters, dinghy an davits. \$98,000.



41' CANOE COVE '80 Exceptionally Spacious, flush deck, 3 stateroom interior, Radar, Torn, New engines, separate showers. \$125,000.



35' SANTANA, '79 Harken roller furling, headail, etc. \$39,500.



36' ISLANDERS 4 from \$40,000

C & C's

40	Pristine	\$95,000
38	Refit ready	\$65,000
34	New Yanmar	\$39,000

PEARSONS

30.3	1984	\$48,000
35	1970, New diesel	\$39,000
365	Ketch	\$48,000
36	1986 Aft cabin	\$85,000
424	1981, Aft cabin & cockpit	\$92,500

HUNTERS

33	Custom interior	\$29,000
34	Winged keel	\$45,000
355	1981, Legend	\$74,000
37	1984, Like new	\$62,000
37	1988, Legend	\$84,500

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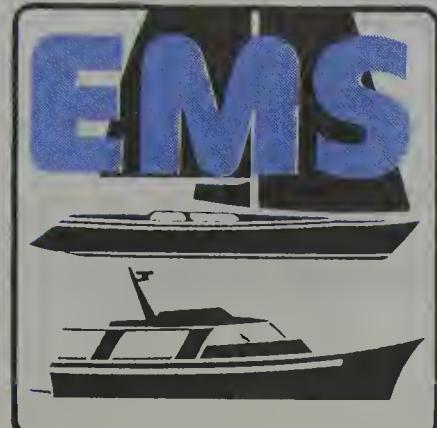


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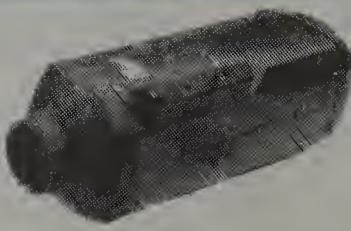
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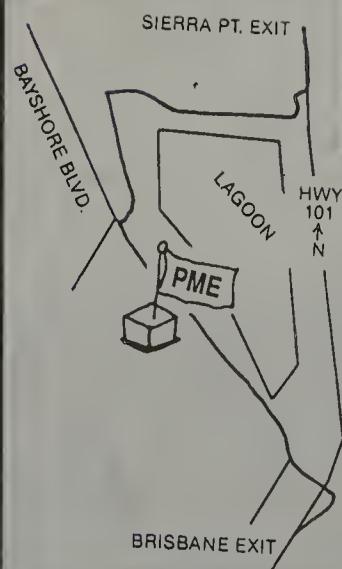
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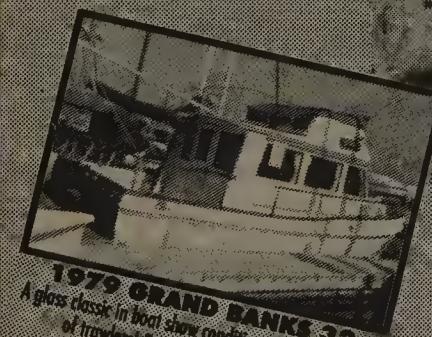
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NOVEMBER 9 & 10

1984 ELITE 32
Superb French-built weekender with aft cabin & hood.
Furled headsail, refrigeration, propane.
Newly reduced. Asking \$41,000.

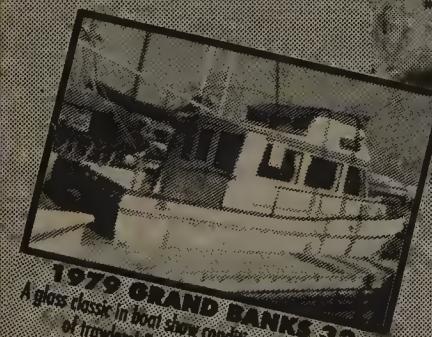
1986 CATALINA 36
Santa Cruz sailor. Please note: teak/marble mast
w/elec. winch. Loran. Autopilot. Epoxied.
Reduced to \$62,000.

1969 ISLANDER 44
Once a tormented Lapworth racer, reborn as an
affordable, attractive cruiser for the sailor with an eye
for a timeless design. Make an offer!

1987 NORDIC 44
Maybe you missed it... Maybe you just need to be
reminded this proven cruiser is still available.
Asking \$149,500.



1979 GRAND BANKS 32
A gloss classic in boat show condition. The benchmark
of trawlers! Be prepared to fall in love.
Asking \$79,000.



1987 ERICSON 34
Anything short of long distance cruising... this one is
Ready! Loran, 3 headsails + fur, cabin heater.
Check it out... Asking \$79,900.

10 AM TO 4 PM

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•40' CHALLENGER	49,500
•36' ISLANDER	51,750
•36' CATALINA	62,000
•36' COLUMBIA	21,500
•35' CAL	54,750
•35' BENETEAU 345	54,000
•34' SABRE	69,000
•34' ERICSON	79,900
•34' CATALINA	59,000
•33' PEARSON 10 METER	26,500
•32' ERICSON	69,500

BAY & COASTAL CRUISERS - cont'd	
•32' ISLANDER	2 or 33,500
•32' COLUMBIA 9.6	26,000
•32' ELITE	41,000
•30' NONSUCH	62,000
•30' CATALINA	22,500
•30' CATALINA	19,900
•30' NEWPORT MKIII	27,000
•30' CAL 9.2	28,950
•29' C&C	28,000
•28' CONTEST	19,900

LIVEABOARD/CRUISERS	
•50' MIKELSON	269,000
•45' JEANNEAU	149,000
•44' HANS CHRISTIAN PH	260,000
•44' AMAZON STEEL	239,444
•44' SPENCER 1330	109,000
•44' ISLANDER	67,500
•40' CHALLENGER KTC	49,500
•40' VALIANT	99,500
•39' CAL	69,000
•38' HANS CHRISTIAN	89,000

LIVEABOARD/CRUISERS - cont'd	
•38' ERICSON	74,500
•36' SCYLLA CC	67,500
•34' TRUE NORTH	51,000
POWER BOATS	
•42' CHRIS COMMANDER	74,950
•41' LUHRS	71,500
•40' GOLDEN STAR	125,000
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•32' GRAND BANKS	79,000
•30' TOLLY FB SEDAN	59,950

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The Metropolitan Yacht Club's 15th Annual



**SPECTACULAR
1991
LIGHTED YACHT
PARADE
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PARTY**

Hosted by:

The Port of Oakland & The Classic Yacht Association

Parade Theme: "Share the Spirit of Oakland"

Saturday, December 7, 1991, 4:30 p.m. (Rain date Dec. 8)

In the Oakland Estuary off Jack London's Waterfront
at the foot of Broadway

Boat Owner Entry Form

Boat Name _____

Length _____ Power Sail

Marina/anchorage _____ Slip # _____

Contact _____

Tele: (Day) _____ (Eve.) _____

Mailing Address _____

City _____ State _____ Zip _____

Choose which award category you would like to compete in. All entries qualify for Sweepstakes and Landlubber's Choice. Complete details and assigned numbers will be sent to you upon receipt of this entry form. Every boat entry will receive an 8 x 10 color photograph and a brass Participant Plaque.

1. Sweepstakes

- 2. Master Mariners (best entry from classic sailboats)
- 3. Most Effective Use of Lights
- 4. Most Whimsical
- 5. Classic Yacht (best entry from classic yachts - built pre-1942)
- 6. Hand Powered Boats (whaleboats and dinghies)
- 7. Best Display of Originality
- 8. Long Distance Trophy (for longest distance a vessel has traveled to participate in the parade)
- 9. Best Military or Public Vessel
- 10. Best Animation
- 11. Best Business Sponsored - Sail
- 12. Best Business Sponsored - Power
- 13. Best Club Entry
- 14. Best Commercial Working Vessel (charter, fishing, tugs)
- 15. Landlubber's Choice Award (chosen by the crowd's ballot)

Each entry must be accompanied by a check for \$25, made payable to the Lighted Yacht Parade. Entries must be submitted before November 18, 1991.

Mail to: The Lighted Yacht Parade

C/O The Harbor Master,

54 Jack London Square, Oakland, CA 94607
(510) 834-4591 • 1-800-675-DOCK

CALENDAR

Nonrace

November 1 — Etchells Fleet 12 Awards Banquet; 6:30 p.m. at Corinthian YC. RSVP, Vito Bialla, 332-7111.

November 1 — Free sailing show at Stockdale Marine Theater in Sacramento, 7:30 p.m. For more info, call (916) 332-0775.

November 2 — Cal 2-27 Annual Meeting at Tiburon YC. Gary Albright, 837-4648 (home).

November 2 — OYRA Awards Banquet. One of few opportunities for ocean sailors (IMRDA, MORA, PHRO and SSS) to meet each other. Richmond YC; 7 p.m.; Betty Lessley, 485-2301.

November 3 — Sailing Network meeting, an opportunity for skippers to meet crew and vice versa. From 6-8 p.m. at Metropolitan YC; \$2 at the door; Lynne Orloff-Jones, (510) 769-8466.

November 3 — Downwind Marine's Cruisers' Kick-off Potluck on Shelter Island (San Diego). One of the highlights of 'freshman orientation week' for the Mexico Class of '91-92. Free. Info, (619) 224-2733.

November 7 — Olson 30 Awards Dinner, featuring Kame Richards' world-famous tide talk and slide show. Encinal YC; 6:30 p.m.; RSVP, Bob McCloud, (510) 582-7645.

November 7 — YRA Season Trophy Presentation. Winners of the various YRA classes are invited to a cocktail party/awards ceremony at the Maritime Museum (foot of Polk Street) from 6-8 p.m. Sponsored by Steinlager Beer and O' Sole Mio Restaurant. RSVP, 771-9500.

November 9 — Santa Cruz YC Champion of Champions Race, followed by their annual awards dinner. SCYC, (408) 425-0690.

November 9 — Columbia Challenger Fall Awards Dinner at Encinal YC. RSVP, Wayne Nygren (889-9216) or Bill Murphy (675-2836).

November 9-10 — Mariner Square's (Alameda) Inaugural Open Boat Weekend. For more info, call your favorite Mariner Square yacht broker.

November 9-10 — Marina Village's (Alameda) Open Boat Weekend. Same idea as above, different location. Harbormaster, (510) 521-0905.

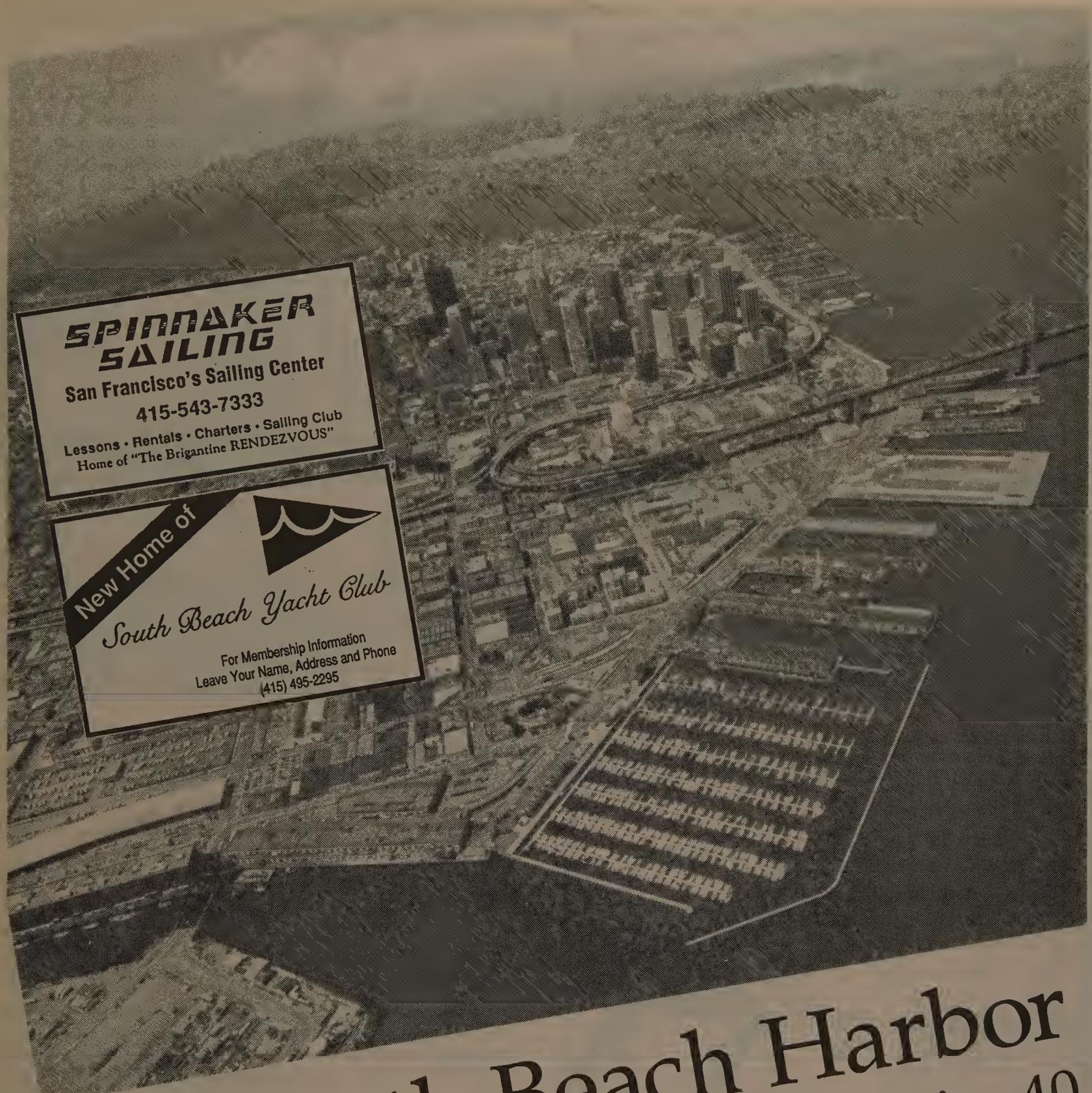
November 11 — Five hour diesel systems mini-class. Offered in Santa Cruz by Pacific Marine Institute; \$35. Craig Wooster, (510) 522-7300.

November 12 — Booksigning/talk by Capt. Harry Braun, well known Bay Area marine surveyor, sailmaker and world cruiser. Braun will sign copies of his recently published autobiography, *Of Islands & Ships*. Lee Sail Loft; 7:30 p.m.; Donald Goring, 523-9011.

November 13 — SSS TransPac Seminar #2: "Sails for Short-handling". Speakers include Steve Taft (all around expert), Paul Kamen (small boats), Carl Nelson (ultralights), Robby Robinson (displacement boats) and Bob Cranmer-Brown (big boats). Includes a video taken aboard the Adler 60 *Etosha* in the 1990 Singlehanded TransPac. 7-10 p.m. at the Oakland YC. Bob Cranmer-Brown, 326-4886.

November 13 — Booksigning at the Armchair Sailor (Sausalito). Historian Wayne Bonnett of Sausalito will be on hand to autograph copies of his latest book, *A Pacific Legacy: A Century of Maritime Photography, 1850-1950*. Trust us, this 'coffee table' book is every bit as good as Bonnett's last effort, *Sausalito, Moments in Time*. RSVP, 332-7505.

November 13, 1850 — Robert Louis Stevenson, prolific author (*Kidnapped*, *Treasure Island*, *Dr. Jekyll and Mr. Hyde*, *A Child's Garden of Verses* and more) and original World Wanderer, was born in Edinburgh, Scotland. A restless soul (from *Travels With A Donkey*, "I travel not to go anywhere, but to go. I travel for travel's sake. The great affair is to move."), R.L. roamed the earth for another reason: he suffered from consumption and longed for an environment where his health might be restored. In 1889, while on a tour of Polynesia with his family, he discovered and fell in love with Samoa. Settling there, he and stepson Lloyd Osbourne collaborated on writing *The*



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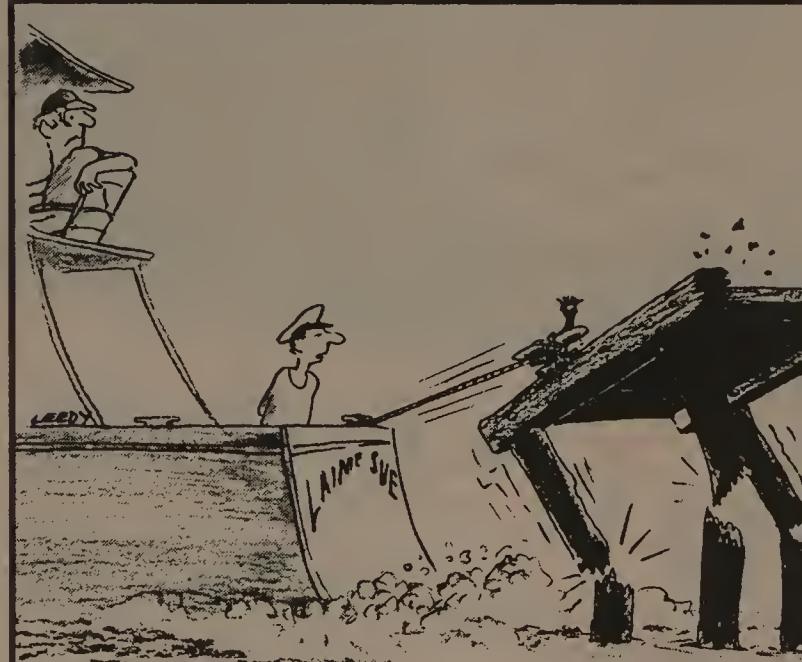
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CALENDAR

Wrecker, a tale of San Francisco and the South Seas, in 1892. He died of apoplexy on December 3, 1894, at the age of 45.

November 15 — International Folkboat Association Annual Dinner Meeting at San Francisco YC. Lesta Nadel, (510) 653-4216.

November 18 — America's Cup coverage on ESPN. Gary Jobson, Jim Kelly and Peter Isler will enlighten us for one hour beginning at 1900 PST.



America's Cup — talk's cheap, let's race!

November 28 — Thanksgiving Day. Go sailing before you do the turkey thing.

November 30 — San Leandro Marina's First Annual Lighted Boat Parade, co-sponsored by the City of San Leandro, Spinnaker YC and San Leandro YC. James Haussener, (510) 357-SHIP.

December 6 — Free sailing show at Stockdale Marine Theater in Sacramento, 7:30 p.m. For more info, call (916) 332-0775.

December 7 — Port of Oakland Lighted Boat Parade. Louise Jones, (415) 272-1586.

December 11 — SSS TransPac Seminar #3: "Self Steering & Emergency Steering". Same deal as November 13.

December 16 — A-Cup on ESPN. 7-8 p.m.

Racing

November 2-3 — Calvin Paige Regatta. Star boat racing on the Cityfront. SFYC, 563-6363.

November 9-19 — Raja Muda Regatta in Malaysia, the 'muda' of all regattas.

November 15-16 — Long Beach to Cabo San Lucas Race. Two starts for IOR, SCORA and PHRF boats. The finish line has been changed this year: rather than crawl the last few miles to the Arches, the race will end at Cabo Falso. Hosted by Long Beach YC; Race Chairman Roby Bessent, (213) 434-5711.

November 16 — Coyote Point YC race for SBYRA (South Bay Yacht Racing Association) members. One of five midwinter races on the South Bay, each with its own trophies (unlike other midwinter series, this one doesn't keep overall standings). Mike Dixon, 635-5878.

November 23 — Lake Washington Sailing Club's (Sacramento) 5th Annual Turkey Shoot Regatta for sailing dinghies 18 feet or less. Win your turkey dinner! Ken Bucher, (916) 371-4404.

November 24 — Fremont Sailing Club Turkey Day Regatta. Friendly racing on Lake Elizabeth for FJs, Lidos and El Toros. Joe Doering, 793-5578.

January 19-24 — Yachting Race Week at Key West. Audi has dropped out as a sponsor, but this remains one of the finest winter regattas in the country. Info, (203) 661-6945.

January 25 — Louis Vuitton Cup: America's Cup festivities get underway in San Diego with the first round-robin series for challengers. Let the games begin!

February 13-14 — 9th Biennial San Diego to Manzanillo Race. Sponsored by BMW and Las Hadas Resorts, this event doubles as the feeder race to MEXORC. SDYC, Irmgard Ryan, (619) 222-1103.

February 25-29 — MEXORC. South of the border fun in front of the glitzy Las Hadas Resort (Manzanillo). SDYC, (619) 222-1103.

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OPEN BOAT WEEKEND

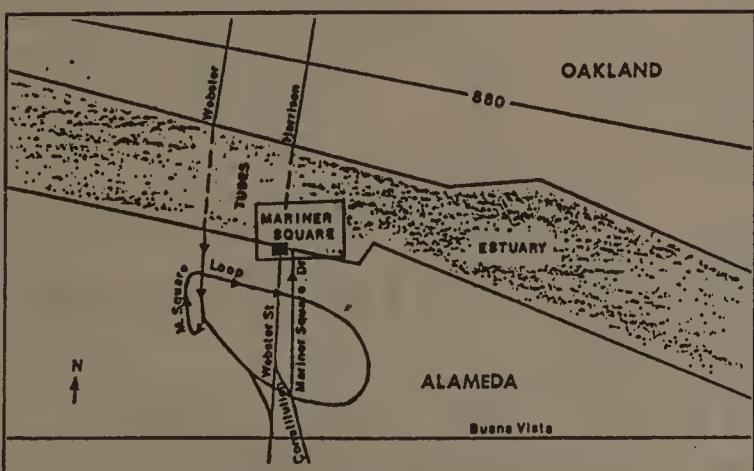
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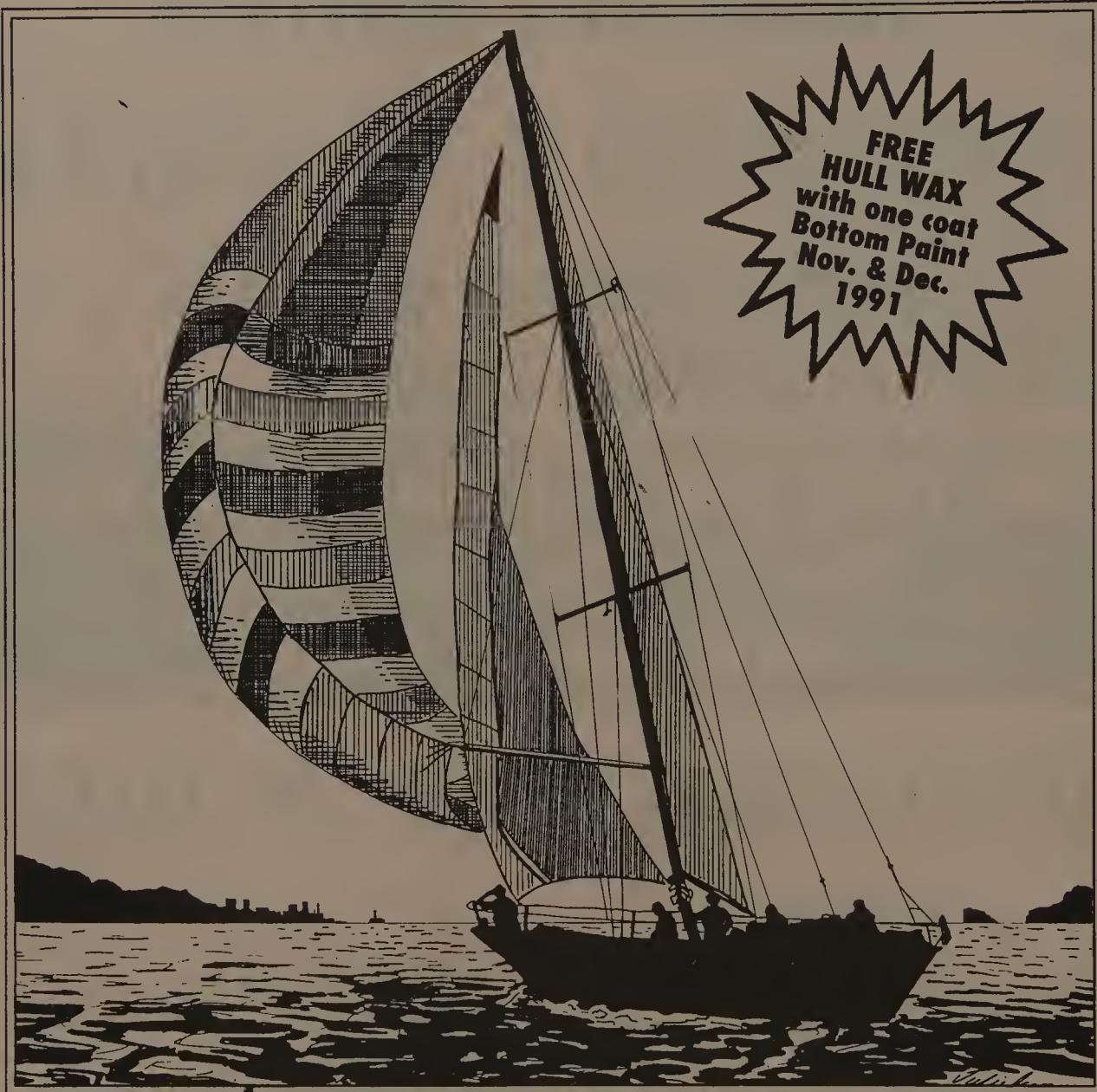
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Bottom Paint
Nov. & Dec.
1991

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- LPU Mast & Hull
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105

WHY? CHECK OUT THIS LIST OF FEATURES:

- Rigs easily – sailing in just 5 minutes
- J-Boat Performance
- Low cost one-design racing . . .
 - ~ 3 sail limit, long life full batten dacron mainsail, 100% jib and gennaker with snuffer
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She's great looking, easy to sail, very affordable and truly is a boat you'll use and enjoy more than any other currently on the market.

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Swing Wing Trailerable Trimaran

Call for a test sail!

At our docks now.

COME TO MARINER SQUARE'S OPEN BOAT WEEKEND

November 9th & 10th **10 am - 4 pm**
East Bay's largest! Over 100 boats open and on display.

SAIL

* 24' J, '80	11,000	30' Tartan 3000, '82	29,950	40' Wilderness	64,500
* 24' J, '79	8,500	33' C&C, '76	35,000	41' Downeast, '80	64,950
* 24' J, '84	17,000	33' Farr, '84	45,000	42' Baltic, '82	298,000
26' Capo Bay, '84 ...	20,000	33' Nauticat, '85	90,000	* 44' J-44, '91	359,000
* 26' Ranger, 71	7,600	34' Express, '88	84,950	51' Morgan, '76	159,500
27' Cal T-2	9,500	34' Farr 10/20, '84	59,950	70' Santa Cruz, '89	880,000
* 27' Express	21,500	35' Pretorian '82	79,500		
27' J, '85	23,500	* 35' Santana, '79	32,500	POWER	
28' J-28C, '87	49,500	* 35' J-35, '84	69,500	24' SeaRay, '79	17,500
* 29' J-29, '83	25,000	36' J-36, '81	55,000	26' Cruisers Inc., '88	38,500
* 30' J-30, '81	29,000	36' J-36, '81	55,000	31' Bertram, '66	65,000
* 30' J-30, '79	31,000	36' Islander, '72	45,000	34' Nautilus, '73	22,500
30' Catalina, '77	23,000	36' Pearson 365 '81	69,000	36' Marine Trdr, '78	59,750
30' CS, '86	49,000	* 37' Express, '86 (2)	105,000	40' Crse-A-Hm, '76	42,500
30' Custom Mull	39,950	38' Soderberg, '85	39,000		
30' Ericson, '81	33,950	40' Farr, '85	75,000		

POWER



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As your one-design headquarters we are offering beautiful examples of Express speed, beauty and craftsmanship - a 34 and 37 in excellent shape. Call in today for complete information.

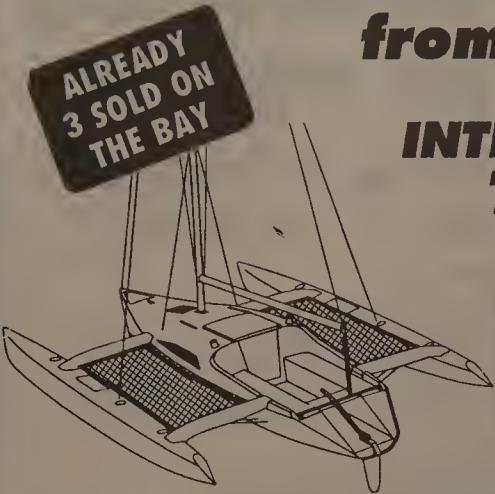
A rare opportunity. Completely equipped for race or cruise. Ready for Mexico, Hawaii or Angel Island. Just barely 6 months old, she's essentially new. Change in owners plus forces sail. At our docks. \$359,000.

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INTRODUCING THE NEW F-24

FOR A
LIMITED TIME -
\$34,000.

Trailer, sails,
dodger, 5hp outboard,
roller furler.

The new F-24 is easy to sail, easy to trailer, and easy for a family of four. It's light weight makes towing the F-24 behind your car a snap - no special vehicle needed. The F-24 is stable and easy to sail. The (15 minutes to launch) simple layout of the rig allows the F-24 to be sailed by one person, and because it's a trimaran, the F-24 sails in an upright position. And the F-24 is affordable. It costs about the same as a second car, not a second home.

DON'T WAIT UNTIL YOU'RE OLD AND GREY!



**F-27
CRUISER**

You don't have to be rich or take years off to go cruising. All of the advantages of cruising can be yours - new experiences, new scenery, new friends, and none of the disadvantages (slow sailing, a major time and budget commitment), because the F-27 cruises at 55 mph on the highway. (On the water, the F-27 cruises at about 10 knots and stays upright.) You CAN do it now, not in some vague future scenario. So don't sit around waiting for a day that may never arrive. Get yourself an F-27 and GO DO IT!

CALL TODAY TO SCHEDULE TEST SAILS

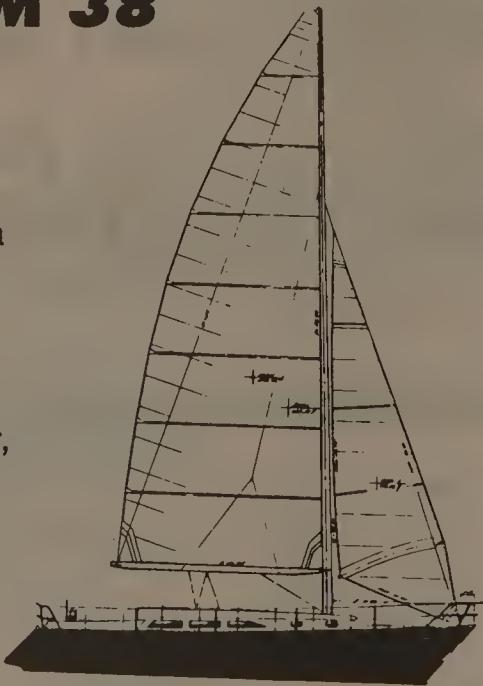
THE FREEDOM 38

PURE AND SIMPLE

Talking to the uninitiated sailor, looking for his first cruising boat...he wants a heavy hull shaped like the *Santa Maria*, with a rudder like a barn door and a rig like the Bay Bridge. He worries about the ultimate storms, capsizings, weight-to-ballast ratios...

A few years and a boat or two later, with a few cruising miles under his belt... Now the sailor describes his dream boat. "Light and lively. A strong boat that still sails well in light air... Easy to handle. No bad habits. Nimble. With a roomy cockpit... You know... Fun to sail... Pure and simple..."

Watching an "old hand" do something really well... How effortless it seems. Looks so easy... Pure and simple - like sailing a Freedom. Therein lies the beauty of the Freedom. So pure and simple that it makes sailing seem almost too easy. Wouldn't you like to try it?



Cruising
Center

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25' STONEHORSE. A classic pocket cruiser with lively sailing characteristics and traditional craftsmanship and appointments. You can enjoy her now. \$9,950.

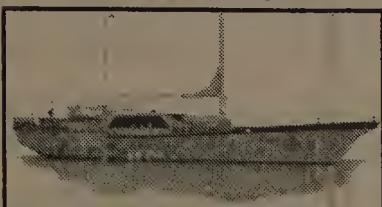
IT'S STILL A BUYERS MARKET

22' RHODES	Inquire
24' CAL	CALL
25' STONEHORSE	9,950
25' CAL 2-25	17,900
25' HUNTER, DIESEL	18,950
25' RHODES	6,900
27' CORSAIR F-27	54,500
29' TRINTELLA	19,000
30' PEARSON	19,500
30' PEARSON	22,500
30' HUNTER	28,000
30' NEWPORT	34,500
30' ERICSON '85	35,000
32' VALIANT Very sharp	37,000
35' SANTANA	35,000
36' MANATEC	CALL
38' CROTHOR MALIBU trimaran	58,000
38' FREEDOM (demo)	169,500
41' FREEPOR	CALL
45' FREEDOM	288,950
45' COLUMBIA	110,000
45' COLUMBIA	92,500

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Using our Multiple Listing Service
we can find you
the right boat at the right price.
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82-FT. BROOKES M.S. "Vagrant Sea". Magnificent World Cruising Ketch launched in 1980, major overhaul in 1988 by Derecktons, like new. \$965,000.



ALOHA 27. Harken roller furling, Honda 10 hp. Roomy interior, lots of upgrades. \$11,950.



CREALOCK 37



JEANNEAU 37



JEANNEAU 51

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JEANNEAU 44

OPEN BOAT WEEKEND

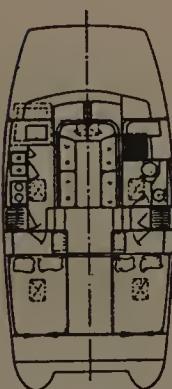
East Bay's Largest

November 9 & 10, 10-4

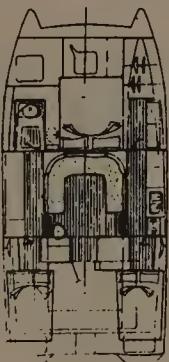
- ★ 5 Cooperating Yacht Brokers
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CRUISING CATAMARANS 30 TO 55 FT.



AMERICAT 3014
\$59,500



GEMINI 32 \$79,950



PDQ 36 \$145,000



LAGOON 42 by Jeanneau
\$335,000

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Brokerage Boats Are Moving Fast - We Need YOURS.

SZ	MAKE	YR	PRICE
25'	CAL 2-25	'80	13,875
26'	CHRYSLER	'77	14,950
27'	ALORA	'85	11,950
27'	SANTA CRUZ	'78	11,500
27'	C&C	'73	17,950
28'	ISLANDER	'77	21,900
28'	ERICSON	'81	27,900
28'	PEARSON	'86	36,000
30'	BRISTOL	'73	29,750
30'	ERICSON	'83	34,950
30'	ERICSON	'84	OFFER
31'	HUNTER	'85	39,900

- ERICSON
- JEANNEAU
- GRAND SOLEIL
- DUFOUR
- PACIFIC SEACRAFT
- GEMINI
- P.D.Q.

NOR CAL
YACHTS

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40'	SANTA CRUZ	'82	85,000
40'	VAN DE WEILE (steel)	'76	75,000
40'	CHEOY LEE	'72	69,500
40'	CREALOCK	'80	109,950
37'	C&C	'86	92,500
37'	ERICSON	'85	59,500
38'	ERICSON (2)	'82	74,950
38'	PEARSON 385	'84	99,950
38'	CABO RICO	'81	94,500
41'	ISLNDR FREEPORT	'76	79,500
41'	JEANNEAU	'87	119,750
41'	CHEOY LEE	'65	87,000
42'	MORGAN	'71	36,900
45'	JEANNEAU	'85	174,950
45'	JEANNEAU	'85	149,000
45'	COLUMBIA	'73	69,500
48'	JEANNEAU/TRINIDAD	'81	147,500
48'	SWANSON'FERRO	'79	41,500
56'	DIANA (MULL)	'85	395,000
82'	BROOKES	'80	965,000

* At Our Docks

- AMERICAT
- CHRIS CRAFT
- GIB'SEA
- DONZI
- FOUNTAIN
- LUHRS

STOP BY MARINER SQUARE FOR
THE OPEN BOAT WEEKEND
NOVEMBER 9TH & 10TH

THE NATION'S LEADING BOAT FINANCING SOURCE

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SINCE 1935

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ALAMEDA, CA 94501

Midwinter Race Series

BERKELEY YC — Chowder Races. 12/28, 1/25 and 2/22. Bobbi Tosse, 939-9885.

BYC/MYCO — Berkeley Circle. 11/9-10, 12/7-8, 1/11-12 and 2/8-9. YRA. 771-9500.

CORINTHIAN YC — 58th Annual Midwinter Regatta. 1/18-19, 2/15-16. Russ Bianchi, 435-4771.

ENCINAL YC — Jack Frost Series. 11/16, 12/21, 1/18, 2/15 and 3/21. Rich Pipkin, 957-1956 (days).

GOLDEN GATE YC—Manny V. Fagundes Seaweed Soup Perpetual Series. 11/2, 12/7, 1/4 and 2/1. (makeup race on 3/7 if necessary). GGYC, 346-BOAT.

LAKE MERRITT SAILING CLUB — Edna Robinson Midwinter
Regatta Series. 12/14, 1/11, 2/9, 3/9. Jim Kearney, 582-1048.

RICHMOND YC — Small Boat Midwinters. 12/1, 1/5, 2/2, 3/8.
Kers Clausen, 444-4144.

SAN FRANCISCO YC — Fall Series. 11/16-17, 12/14-15.
SFYC, 435-9133.

SANTA CRUZ YC — 11/16, 12/14, 1/11, 2/8. SCYC, (408) 425-0690.

SAUSALITO CC — 11/23, 12/28, 1/25, 2/22, 3/28. John Ruffino, (510) 235-2633.

SAUSALITO YC — 11/9-10, 1/11-12, 2/8-9. SYC, 332-7400, or
Penny Dudley, 627-5626.

VALLEJO YC — 11/3, 11/16, 12/14, 1/5, 2/9. Tom Rolf, (707) 935-0607.

Please send your calendar items by the 10th of the month to

Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

November Weekend Currents

date/day	slack	max	slack	max
11/02Sat		0006/3.3E	0347	0650/3.4F
	0949	1249/3.7E	1631	1928/3.2F
	2223			
11/03Sun		0109/3.1E	0436	0735/3.3F
	1029	1336/4.2E	1722	2025/3.6F
	2324			
11/09Sat		0007/3.5F	0334	0538/1.8E
	0851	1134/2.1F	1415	1741/4.4E
	2147			
11/10Sun		0051/3.2F	0422	0623/1.7E
	0936	1220/1.8F	1457	1827/4.1E
	2233			
11/16Sat	0235	0536/2.6F	0849	1133/2.9E
	1532	1812/2.1E	2107	2342/2.6E
11/17Sun	0319	0621/2.7F	0925	1218/3.5E
	1618	1907/2.5F	2209	
11/23Sat	0239	0443/2.3E	0739	1036/2.8F
	1318	1654/5.6E	2050	2356/4.2F
11/24Sun	0331	0534/2.2E	0832	1129/2.6F
	1409	1744/5.5E	2142	
11/28Thu	0027	0336/3.5F	0655	0929/2.8E
	1312	1550/2.3F	1839	2136/3.5E
11/29Fri	0123	0431/3.4F	0741	1031/3.2E
	1421	1708/2.5F	1957	2241/2.9E
11/30Sat	0218	0524/3.2F	0826	1129/3.7E
	1522	1820/2.8F	2111	2348/2.5E
12/01Sun	0312	0615/3.0F	0910	1224/4.1E
	1617	1923/3.2F	2218	

Catalina Yachts

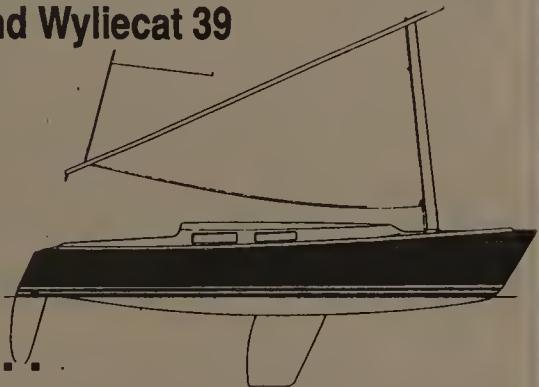
(8'-13'-14'-15'-16'-18'-22'-25'-26'-28'-30'-32'-34'-36'-42')

- ★ From ENTRY LEVEL 8' to 28' to 34' to 42' OFFSHORE CRUISERS, Catalina Yachts leads the industry in every category.
- ★ Providing sailors with QUALITY proven by longevity. 20 year old Catalina Yachts are still sailing and re-selling... the most popular sailboat new or used, EVER!
- ★ Providing sailors with QUALITY sailboats backed by production performance (40,000 Catalina Yachts are now sailing North American waters)

★ COMING SOON ★

Wyliecat 30 and Wyliecat 39

fast . . .



fun . . .

simple . . .

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Call Dave Vickland or Del Littfin

FARALLONE YACHT SALES

39' ERICSON 39B, '76	49,500
38' CATALINA, '84	54,950
36' NONSUCH, '87	141,000
36' CATALINA, '86	64,900
36' ISLANDER, '79	47,000
35' NIAGARA, '81	59,500
35' COLUMBIA 10.7, '79	40,000
34' CATALINA, '87	59,000
33' TARTAN, '82	41,900
30' NONSUCH, '83	55,000
30' CATALINA, '83	34,500
30' CATALINA, '83	32,000
30' CATALINA, '81	26,500
30' CATALINA, '79	26,000
30' CATALINA, **1990**	48,500
30' PEARSON, '74	15,200
29' RANGER, '73	14,500
27' CATALINA, '76	OFFERS
26' PEARSON, '76	8,000
26' NONSUCH, '87	59,000
26' NONSUCH, '82	45,000
25' O'DAY, '76	8,000
23' MERIT, '85	4,000
15' WW POTTER, '82	3,500



CATALINA 30, 1990. LIKE NEW.
SAVE \$10,000.



CATALINA 34 NEW LISTING. 1987. NEEDS
A LITTLE VARNISH. VERY WELL EQUIPPED,
EXC. COND., WALK-IN AFT CABIN. \$59,000.



ISLANDER 36, 1979. DIESEL, ROLLER
FURLING, COCKPIT DODGER, SHOWER,
LORAN. \$47,000.

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★ EAST BAY'S LARGEST ★ OPEN BOAT WEEKEND

November 9th & 10th ~ 10 a.m. - 4 p.m.

- ★ OVER 100 BOATS OPEN AND ON DISPLAY!
- ★ SAIL AND POWER!
- ★ USED AND NEW! COMPARE!
- ★ 5 COOPERATING YACHT BROKERS! ☺
- ★ ON-SITE MARINE FINANCING!

RESTAURANTS ★ PARKING ★ PICNIC AREA

2415 MARINER SQUARE, ALAMEDA

Catalina Yachts

MORE STANDARD FEATURES FOR 1992:

- ★ Catalina 42 \$127,900, electric anchor windlass, Loran C, knotmeter, depthfinder, VHF, refrigeration, battery charger, microwave, roller furling . . . more!
- ★ Catalina 36, \$85,900, roller furling, VHF radio, depthfinder, knotmeter, electric anchor windlass, shore power, shower, Model 35 Universal diesel
- ★ Catalina 28, \$46,900, knotmeter, depthfinder, VHF radio, 3M20 Universal diesel, 110v, shore power, LPG stove, anchor and safety gear, cockpit cushions, roller furling . . . more!

***Eagle Yacht Sales**

Coyote Point Marina, San Mateo
(415) 342-2838

Call Chris Boone or Ed Hallett



NON SUCH 26 THE QUALITY OF NONSUCH
IN PERFECT SHAPE. \$58,995.



41' MORGAN OUT ISLAND, 1974.
INCREDIBLE VALUE! 41' OF SPACIOUS,
COMFORTABLE CRUISING FOR ONLY \$49,995.



SEAHORSE 34 84. 135 HP DIESEL. MINT
CONDITION INSIDE & OUT. CALL ED OR CHRIS
FOR MORE DETAILS.

EAGLE YACHT SALES

SAIL	.....	SAN MATEO
22' TANZER, '77	.....	3,995
22' CATALINA, '81 w/trlr, sw keel	6,495	
25' CATALINA, '78 w/trlr Reduced	10,995	
25' CATALINA, '83 w/trlr	13,995	
25' CORONADO	2 from 4,400	
25' O'DAY, '76	.....	7,900
25' MacGREGOR, '79, swngkl trlr	4,750	
25' YAMAHA, '78, dsl/roce	11,995	
26' NONSUCH, '89, perfect	58,995	
26' INT. FOLKBOAT, 1972	.....	10,995
27' CATALINA	3 from 11,995	
27' BRISTOL, '76	.....	SOLD
27' ERICSON, '73, dsl, furling	14,995	
28' HAWKFARM, '761-design	.....	24,995
28' COLUMBIA, '67, wheel	7,495	
30' CATALINA	4 from 23,900	
30' LANCER, '84, Reduced	21,995	
30' MORGAN, '77	.....	19,995
30' ERICSON, '84	.....	39,900
31' MARINER '70 ketch	.....	23,995
31' COLUMBIA, '66	.....	17,995
32' PEARSON, '75	.....	39,000
34' CAL 1970	.....	23,500
35' ERICSON 75	.....	SOLD
35' NIAGARA, 1981	.....	OFFER PENDING
36' PEARSON 1981	.....	69,995
36' CATALINA, loaded, like new	63,995	
38' ERICSON, 1983	.....	73,900
38' CATALINA, New Listing	.....	44,900
41' MORGAN, '74	.....	49,995
42' CATALINA	.....	115,000
43' COLUMBIA, 1971	.....	SOLD
51' BALISTIC, 1982	.....	385,000
POWER		
34' SILVERTON, 1990	.....	118,000
34' SEAHORSE, '84 trawler mat	69,995	

1966 COYOTE POINT DR., SAN MATEO, CA 94401

LETTERS

↓↑THERE ARE SIX ALBERG 35S HERE IN HAWAII

On page 44 of the October issue you asked folks who have owned the same boat for over 15 years to write in. As of last month, we have owned *Petit Babe*, our Alberg 35, for 18 years. Hull #87, she was built in 1963 as a 1964 model. According to the original specs, she displaces 13,300 pounds, has 5,300 pounds of ballast and carries a 39-foot mast.

A total of 276 Alberg 35s were built; about 240 in Rhode Island and the rest in Sausalito. The last 50 or so had the Vanguard 33-style caprails and port holes. According to a listing I have, in 1962 as new Alberg 35 sold for \$19,995.

The original owner of our boat took delivery of her in January of 1964 and campaigned her in the '65, '67 and '69 Long Beach to La Paz races and the Ensenada Race. She was named *Al Viento* then, but we rechristened her *Petit Babe* after our daughter.

Since retiring in 1982, we have put over 35,000 miles beneath her bottom. She's proved to be a good and sea-kindly boat. Ours is a settee model that came complete with pressure water and a shower. We've made a number of additions: a Volvo diesel, an engine and AC driven cold plate/freezer; radar, Loran, SatNav, a wheel, boom gallows, a dodger and numerous other extras.

We've seen Alberg 35s just about everywhere we've been, including *Aquarius* in La Paz, a boat that has a circumnavigation to her credit. There are six that we know of here in Hawaii.

Incidentally, it's taken us six years to get our berth here in Hawaii; fortunately, we were out cruising most of that time. Even so, we still plan to do more cruising in the near future. We've lived aboard our Alberg 35 for nine years now — which is longer than we lived in any of the five homes we owned.

I have papers from the old San Francisco Alberg 35 Association. Formed in 1977, we had 23 members at the time. There was also an Alberg 35 Association in Los Angeles. I'd like to see the Alberg 35 featured as a *Latitude* 'Boat of the Month'.

Rich Pereron
Petit Babe
Paradise (Honolulu)

Rich — Thanks for responding. If we remember correctly, didn't Hal Roth sail around Cape Horn in an Alberg 35?

↓↑FIFTY-TWO YEARS LATER

You asked to hear from long-time 'one boat' owners. I bought *Machree*, an R class boat, in 1939. She'd been built by Madden & Lewis in Sausalito in 1918. Over the years I've added an engine and expanded the accommodations for more comfort.

Fifty-two years later you can still find me sailing her on most Tuesdays and Thursdays year 'round out of the Corinthian YC.

Loran Mebine
Alameda

Loran — Fantastic. We wonder if there's anyone out there who can top your 'record'. We're sending a *Latitude* T-shirt your way as a salute to your allegiance to one boat.

↓↑WE KEPT THE BOAT AND LET THE KIDS HAVE THE HOUSE AND POOL

As of October, my wife and I have owned our Pearson 26 *Midnattsolen* for 15 years — and we love her. She sailed out of San Leandro (and onto the mud there, too) and out of the Oakland Estuary to many corners of the Bay. For the last seven seasons, however, she has been a Delta boat.

Three years ago I quit my job in San Jose and my wife closed her business. We then let the kids 'have' the house and pool, and moved aboard our Pearson. That lasted for six months, at which point we had to move onto a larger boat — "or else," as my wife so aptly put it. We bought a houseboat, but still sailed the Pearson.



On the Harbor — Santa Cruz

O'Neill's Brokerage Commitment: We do the work.

If you're selling, we give you honest evaluations of your boat, we advertise, promote and show your boat, plus we keep you informed.

If you're buying, we make the effort to find just what you're looking for. We have the knowledge and the network to find your boat anywhere on the West Coast. It's work we're ready to do for you. Don't just look for a boat — look for a broker whom you trust and who will put the energy into finding what you need — you'll find it a much better way to buy.

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~ SAIL ~



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Albin Ballad 30, 1978, dsl.	28,500
Ericson 30	\$18,500
Cal 2-29, 1976, wheel and diesel SOLD

~ POWER ~

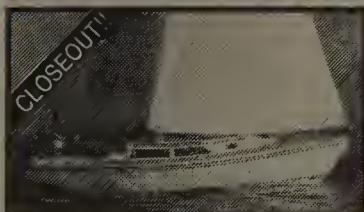


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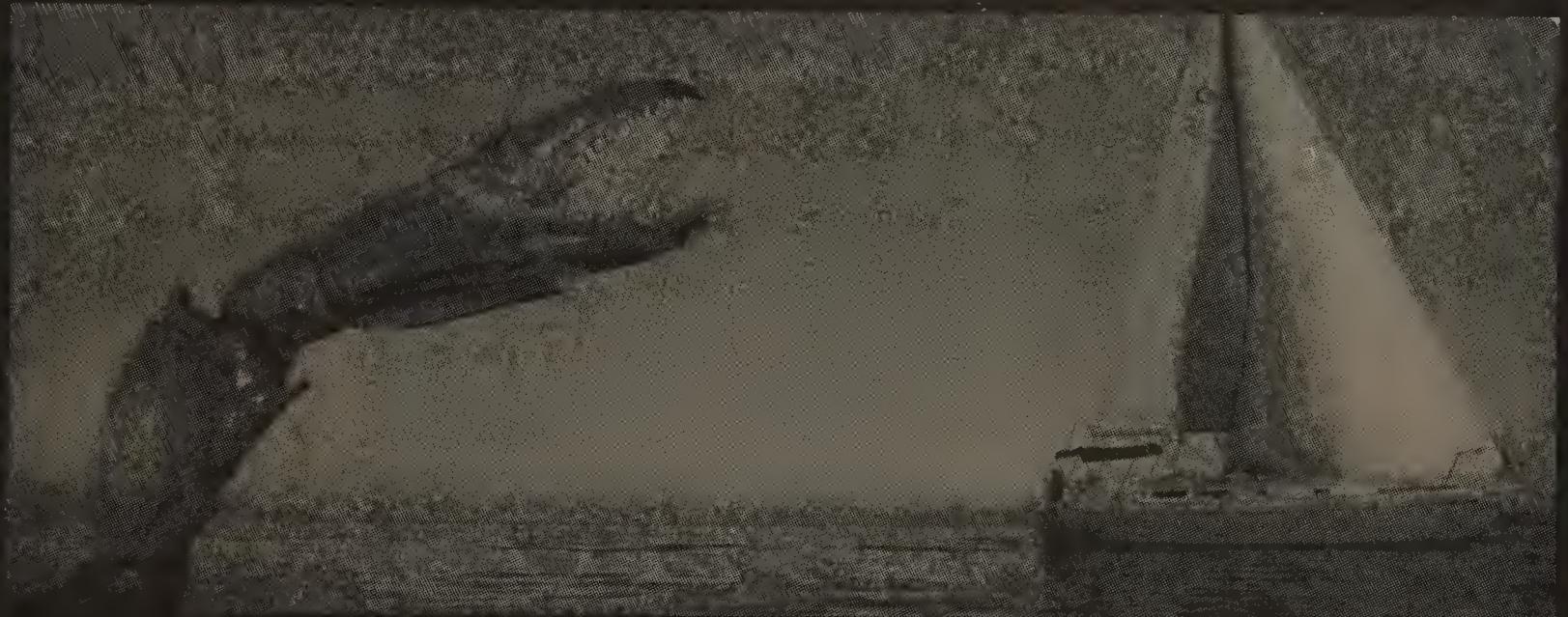
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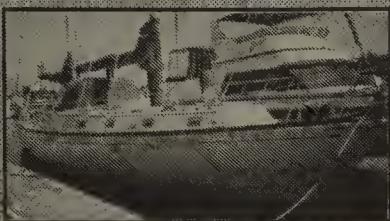
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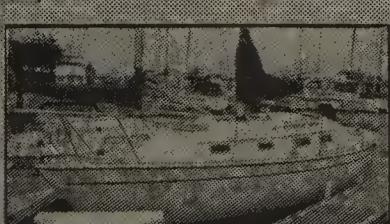
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LETTERS

We have since moved back ashore, as my job requires it, sold the house, and let my daughter live on the houseboat. Inger and I, however, still sail *Midnattsolen* throughout the Delta on a regular basis.

Have we ever thought of buying a larger boat? Sure, we're human, but we haven't found anything we like more than our Pearson 26 of 15 years.

**Bill & Inger Grummel
Midnattsolen
Harbormaster, Beacon Harbor, Bethel Island**

Readers — The Grummels indeed still enjoy their little Pearson. In mid-October, for example, Bill and Inger were sitting around enjoying a glass of wine, marveling at the calm waters of the Delta and the lovely moon. On the spur of the moment, they decided to take the Pearson on a moonlit 1:30 a.m. cruise across Frank's Tract. They had, needless to say, a delightful time.

↓↑THE FINAL DECISION

I thought I'd report the results of the lawsuit filed against me here in La Paz by the crew that sailed down with me from Santa Barbara aboard my *Windy Day*. You might remember that they complained they could have travelled down for less money than they had contributed for food.

I spent a total of about three days in court over a three month period, using Mr. Gonzales of the Tourist Department as my interpreter and advisor. The plaintiff used an attorney friend he'd known since before the suit.

I'd offered my former crew their share of the provisions which had been purchased in California as a settlement — I'd even suggested they take their food when they first left the boat. Heck, I even left the boat open to their disposal for a couple of weeks while they were getting settled in a trailer. But the plaintiff told the court he had no use for the food and just wanted money.

I then offered to arrange transportation back to Santa Barbara. As you probably know, there are one or two yachtie cars a week that drive from La Paz to San Diego, and most offer transportation on a 'share the expenses' basis. The plaintiff turned this down, too.

It was at this point that his attorney tried to discredit me by stating I had been a neglectful captain for failing to report his sick wife upon arrival in La Paz. Hell, they did the town for three days starting the minute we docked! The only thing she was sick of was the boat. This couple, incidentally, parted company about a month after they left my boat.

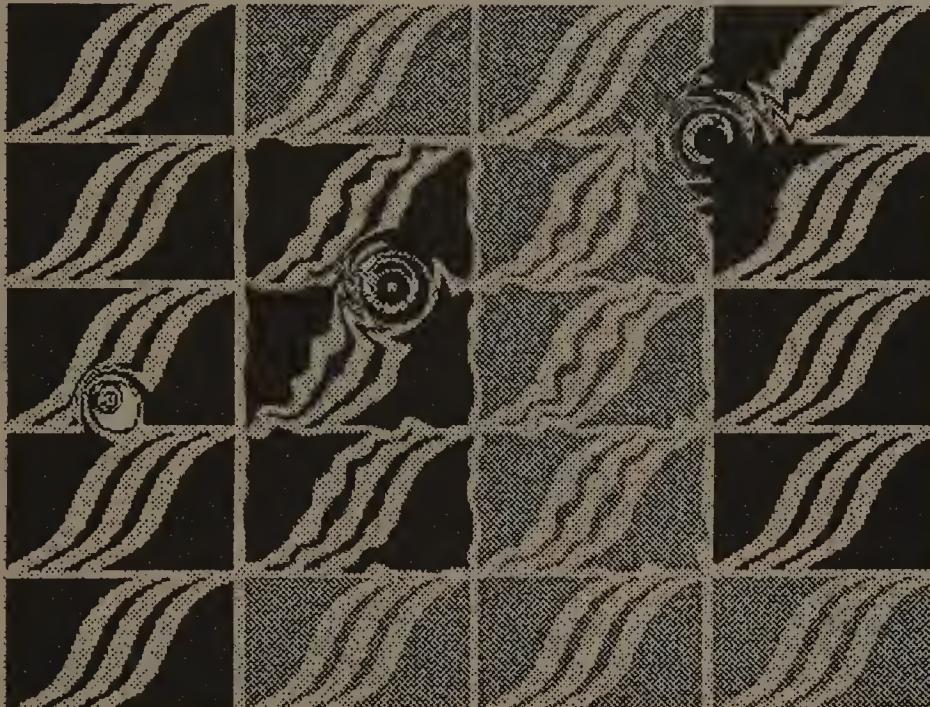
While I was told not to worry — "no problema" — it was then that I hired a female attorney by the name of Araceli Beltrán Román. She not only understands English and Spanish, but had the matter out of the courts ("no problema," she said) in just a couple of days. Araceli is a no games, no B.S. jewel. She's also qualified, in my estimation, for the title of Miss Mexico! Her number in La Paz is 5-58-88.

As best I can understand the court's ruling, I was the captain, and therefore the onboard decisions were mine to make. But don't use my interpretation of the judgement as a guideline. Actually, I don't want to offer any guidelines at all because the folks who tried to sue me had been friends of mine for 16 years! Shows you how much I know.

But I do know something about inflatables: buy only the very best! I bought one from U.S. Marine, a Brunswick Company, that claimed to come with a five year warranty on the fabric and air-holding seams. After just two months in Baja, the seams and transom started to come unglued. It's been a losing battle since I first pumped it up.

I returned the inflatable to the States with the understanding it would get a new skin. Well, all they did was glue the seam. It wasn't back in La Paz for more than six hours before it started leaking again. Now they want me to return it to the States so they can glue the seams up again. Heck, all the seams leak and have to be glued on a daily basis.

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10-30-91: **Gerry Cunningham...**
"Cruising the Sea of Cortez"
at Pt. Loma Assembly, San Diego

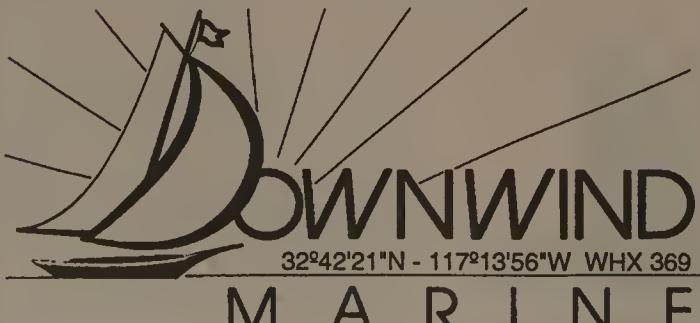
11-6-91: **Michael Symons...**
"Energy Maintenance at Sea"
at Harbor View Apts.,
1021 Scott St., San Diego

11-13-91: **Roger Krautkramer...**
"Radio Communications"
at Harbor View Apts.

11-15-91: **Drs. Jim Koss, Gerald Barstow,
and Beth Bayley, R.N., present...**
"Emergency Medical, Dental, and
Feminine Hygiene Procedures at
Sea"
at Pt. Loma Assembly

11-16-91: **Michael Greenwald,
Author of "Survivor", presents...**
"Survival at Sea"
at Harbor View Apts.

As always, admission is free. 1930 to ?
Question and Answer Period Follows.



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LETTERS

Despite the problems I've had, I wouldn't trade places with anyone back up in the United States — except for John Derek.

P.S. Club Cruceros de La Paz held its 2nd Annual Pig Roast on October 11 to salute all the cruisers that survived the Sea of Cortez summer.

Bud Balone
Windy Day
La Paz

Bud — As we mentioned before, there's no way we can comment on legal disputes until we've heard the other side of the story. We were hoping to receive a letter from your crew, the plaintiffs, but have heard nothing. This sounds like a legal point of interest for many mariners, and therefore we're still hoping to hear from them.

We're not familiar with U.S. Marine inflatables, but your advice is well taken: when going cruising, buy only the best quality dink.

↓↑ONE OF THE BEST KEPT SECRETS ON THE CARQUINEZ STRAITS

Here it is the middle of October and the long-promised dredging of the Martinez Marina has not yet started.

The contract was approved by the city council on September 18. The problem seems to be Rich Cullen, the Public Works Director. The dredging project doesn't seem to be high on his list of priorities, as he has not been very cooperative in providing the contractor with the necessary paperwork requirements to begin the actual work.

The work includes moving and removing dredging spoils from the city-owned spoils basins — because they were filled from the dredging that was done 2½ years ago. Next comes the laying of the pipe from the spoils basin to the marina, followed by the dredging. If it starts raining before the earthwork begins, it will probably be next summer before any dredging gets underway.

When complete, the Martinez Marina will have an entrance depth of 10 feet and a depth of 8 feet throughout at MLLW.

I would like to extend an open invitation to anyone to stop at our marina on their way to or from the Delta, thereby visiting one of the best kept secrets on the Carquinez Straits: the city of Martinez.

Greg Davidson
Chairman, Marina Commission

↓↑IT SHOULD BE REQUIRED KNOWLEDGE

My wife and I have just completed a seminar which we believe should be required knowledge for all skippers and couples planning extended offshore cruising or, for that matter, anyone planning visits to remote regions of the globe or Third-World countries. The course is "Offshore Medical Seminar," taught in the Benicia offices of Dickie L. Hill, D.O. (Doctor of Osteopathy).

Dickie, who taught all but the CPR part of the course, is a practicing family physician, a certified United States Coast Guard Ship Surgeon, a sailor-cruiser-racer, a wilderness enthusiast, a medical instructor at the California Maritime Academy, a former Navy doctor, and an all-around nice guy. Most importantly, Dickie is a spirited, interesting and excellent instructor. We completed the course with the confidence that either of us could diagnose and treat most of the common and many of the uncommon medical problems encountered by cruisers.

The medical instruction included topics such as shock, head and chest trauma, orthopedics, bleeding, burns, angina and heart attack, general infection, abdominal disorders, respiratory tract problems, skin infections and ulcers, and urinary tract infections. We practiced making temporary dental fillings, setting up I.V.s, stitching skin and tendons using pig's feet, giving injections, and performing basic urinalysis. Dickie taught us the use of basic drugs for treatment of various disorders and infections, the use of essential instruments, and how to equip a ship's medical chest and trauma kit.

We accompanied Dr. Hill on many of his office visits, observed



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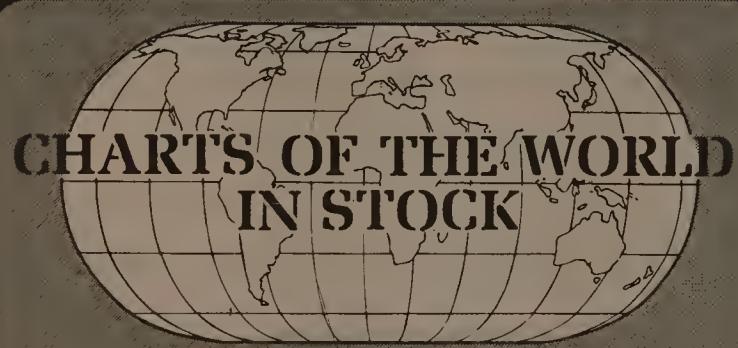
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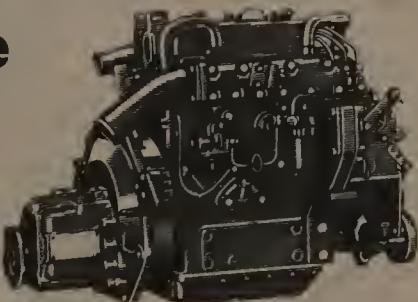
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LETTERS

him lacerate a large abscess, and treat two pneumonia patients and several heart patients. I think it is a testament to Dickie's personality that many of his patients were willing to allow a group of medical nonprofessionals to invade the privacy of the doctor's office.

Unlike emergency medical training, which typically limits instruction to emergency trauma treatment and stabilization of a patient for transportation to medical facilities, this seminar taught us EMT basics plus advanced treatment of medical problems that otherwise may end the patients life or result in a lifetime debilitation in the 10 or 15 days that it might take to get to a shore-side doctor or hospital.

We were also certified in CPR by Larry Leach, a professional Mare Island fire-fighter and paramedic, and Dickie's wife Gail, an occupational therapist. We cannot thank Dr. Hill enough for taking the time out from his busy practice and teaching duties to provide us with the training that may one day be the most important knowledge we possess. Don't go out and take this course believing you can save yourself money by becoming your own family doctor — but if you are planning an extended trip offshore, we seriously recommend that you invest in the time, cost and effort involved in completing the Offshore Medical Seminar.

P.S. Like your rag. Keep on pounding on those word processors and the BCDC.

Tom & Dawn Ballard
Time Passages
Alameda

↓↑ I MADE THAT PASSAGE IN 1985

Given the growing interest in the World Wanderer's *Mexico to Marquesas Madness* rally that may or may not take place next March, I'd like to share some thoughts on the passage, which I made in 1985 aboard my Farr 30 *Antipodiste*.

In a nutshell, it was a pretty routine run as such passages go. It's 300 miles to Isla Socorro, and normally the winds between the mainland and Socorro are light. I don't remember having any calms, but I don't think I had more than 7 to 10 knots of wind.

Weather systems to the north actually extend this far south, and I did pass through a front near Socorro, after heavy cloud banks on the preceding days. The northwest wind following the front was between 11 and 27 knots. The northeasterlies extended surprisingly far south, only a few days north of the Intertropical Convergence Zone. The pilot chart recommends a crossing at about 120° west, as I recall, in the month of March.

The Intertropical Convergence Zone, commonly called the doldrums, is spectacular and spooky. Running along in fluffy tradewind clouds all day, the barometer drops like a rock. Then you see that all of the little cotton puffs are running toward a horizon that's a continuous line of big black thunderclouds. But in fact there was no great amount of surface wind: it was all going straight up. The wind was fair, so I set a kite and headstay reached south through zero visibility rainsqualls until I got tired, doused and reefed. When I woke from my nap, the wind was southeast. I was in the trades again, but now the southeast trades!

The southeast trades were moderate, averaging 7 to 10 knots. There were, however, thunderstorms and squalls that puffed up to 27 knots. Nearing the Marquesas, I went through another front, close reaching in 30 knots, that later backed to the north and dropped to 10 knots. The next day it was 7 to 10 knots out of the east.

Of course, if there is an El Niño the trades will be lighter or non-existent, with variable winds all the way and probably more thundersqualls. Passages could be slow.

I made the run in 23 days on my 30-foot boat with no powering at all. Peter Sutter did the crossing in 21 days on his Wylie 36. The longest passage time I know of was about six weeks. I arrived with plenty of everything, having planned for a 30-day trip.

Vessel traffic during the passage was light but dangerous. I went

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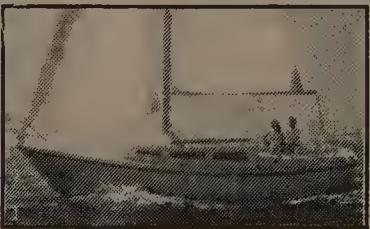
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LETTERS

between the flashing lights of some sort of fishing gear once, and saw the loom of factory ship lights a couple of times. Then one morning a tropic bird flew over my boat and screamed at me as I was forward changing sails. On the horizon was what appeared to be a guano island, but where none was charted. An hour later the mystery was solved: a long liner, white with bird shit, crossed a mile in front of my bow with no sign of life on deck! *Saoirse* collided with one of these on her crossing that year, suffering substantial damage.

Hiva Oa offers only one advantage over Nuku Hiva as a destination for a Mexico to Marquesas Rally, specifically that it's about an overnight sail upwind. Nuku Hiva, which first came to my attention in *The Wrecker* by Robert Louis Stevenson, offers an enclosed bay at Taiohae, which is also a Port of Entry. Supplies are not abundant in the Marquesas, but they are available at Taiohae. Then there is Frank and Rose's Inn, with good food, a great bar, wonderful company and the English language.

You can fake Spanish in Mexico and be loved, but you get little credit for bad French in any French country. In Polynesia you get even less credit because the natives don't speak it any better and resent having to try. But what are you going to do? They don't, for the most part, speak English, and you don't speak Marquesan.

Prices in the Marquesas are a shock after Mexico. The U.S. dollar is trading for something over 100 CFP. Things get cheaper to the west, in the Cooks, Samoa and Fiji. My recommendation is not to be seduced into spending too much time and money in the CFP zone.

P.S. Anyone making this voyage should give the east end of Nuku Hiva a wide berth. There is a nasty rock that's hard to see that rises just to the surface there.

Chuck Warren
San Francisco

↓ PASSIONS FOR INEBRIATED TOPLESS VOLLEYBALL

Hanging my stern over the rail today, I reach for the donated *Latitude 38* ass-wipe (that's all it's good for) and read the chosen page before the final paperwork. But I haven't calmed down since reading about the Wanderer's proposed Mexico to Marquesas Madness.

Don't you dare!!!

If you don't have enough balls to make the dash across by yourself without a flotilla of the ragers' version of the Uncle Sam Club in tow, choking the airwaves with your verbal diarrhea and radio games all day, then stay home! As if the 'Milk Run' circuit isn't enough.

That's all we need, a caravan of tight-wad, penny-pinching, amateur, drunk Baja Ha-ha lemmings perpetuating the 'Ugly American' myth with an invasion of the Marquesas.

Have you pukes ever heard of the 'eco travel' philosophy? Do yourselves, your country and your oceans a favor by adopting it.

Why don't you blow-boaters rendezvous at Moorea's Club Med? It's a much more appropriate place for you to exercise your passions for inebriated topless volleyball.

Anyone who has been fortunate enough to visit the Marquesas knows that such an idea as M.M.M. is indeed madness.

P.S. You assholes that run this rag better rethink your purpose as a service and a media because you're way out of bounds on this one. Two hundred pages of advertisements that isn't worth a shit anymore.

Christopher Golden
Waterman

Christopher — To date about ten cruisers have written in expressing an interest in a Mexico to Marquesas Rally, most all of whom had planned on making the passage anyway. Based on the content and tone of their letters, we'd wager every single one of them will make better representatives of America and cruising than you did. Your 'everyone-but-me-is-a-jerk' diatribe is the most eloquent expression of the 'Ugly American' perspective we've read in a long while. Well put, you sanctimonious twerp.

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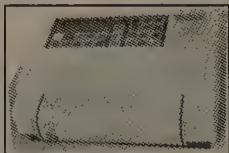
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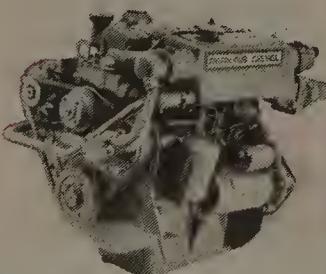
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LETTERS

↓↓ANOTHER VOTE AGAINST MADNESS

In response to your request for views from those who have been there, regarding a proposed Mexico To Marquesas Madness rally next spring, we think the term is aptly used, but for different reasons.

It would indeed be madness, and an organized group of boats would be the antithesis of what such an undertaking should be about. We made that passage last year from Zihuatanejo to the Marquesas. The three months we spent cruising through the Marquesas and the Tuamotus was the highlight of our two-year cruise. But we agree with Sarah and Fred of *Wildflower*, that those isolated and fragile islands are not prepared for the onslaught of an 'organized' group of boats. To add a potentially large group of boats to the increasing numbers of boats already passing through would strain the limited resources and ecosystem of a group of islands that have remained pristine because of their isolation.

Of further concern is the possibility that an organized group could attract sailors ill-prepared for a long ocean voyage but who have the illusion there is safety in numbers. The usual route after the Marquesas is through the Tuamotus, a group of low atolls that live up to their 'Dangerous Archipelago' nick-name. Navigation in this area is difficult and dangerous as evidenced by the six boats that were lost the season we were there.

A trip to the Marquesas and then through the Tuamotus, like any major offshore passage, needs to be approached with an attitude of total self-sufficiency and the belief in the ability to handle any crisis that might arise. To us, cruising represents that ability to stand apart from the crowd, to think and act independently from the 'groupies' that afflict our culture. People making this crossing and cruising those islands tend to congregate naturally through the ham radio and single sideband system, anyway.

We would hope that people sailing to the Marquesas are interested in intimate experiences with a people who retain an innocence and openness no longer found in our culture. Traveling en masse makes it easier to avoid the awkwardness and at times discomfort of reaching out to people different from ourselves. 'Safety in numbers' often becomes a social safety within a comfortable group of known friends, and thus reduces the opportunities for close encounters with other cultures. We sincerely hope you will reconsider plans for such over-organized madness.

Marilyn & Jim Marco
Intention
Richmond

Marilyn & Jim — The Managing Editor's wife dropped by the office last with a big grin on her face and what looked like some really lousy weatherfax maps. It turned out they weren't weatherfax maps, but ultrasound 'pictures' of twins she's expecting in April or May. "They'll be no Mexico to Marquesas Madness for you," she told the Wanderer, "because my husband's going to be pulling some 'Mr. Mom' duty at home this spring, and you're going to have to spell him at the office."

As improbable as that sounds, dear readers, it's the truth. As such, the Wanderer's tentatively scheduled Mexico to Marquesas Rally will not be held this spring. The Wanderer wants to express his sincere regrets to all those who expressed an interest in such a rally, to Marina Vallarta, which offered free berthing for participants and other help, and to Frank and Rose Corser of the Keikahanui Inn at Taiohae Bay, who were going to host the rally at that end.

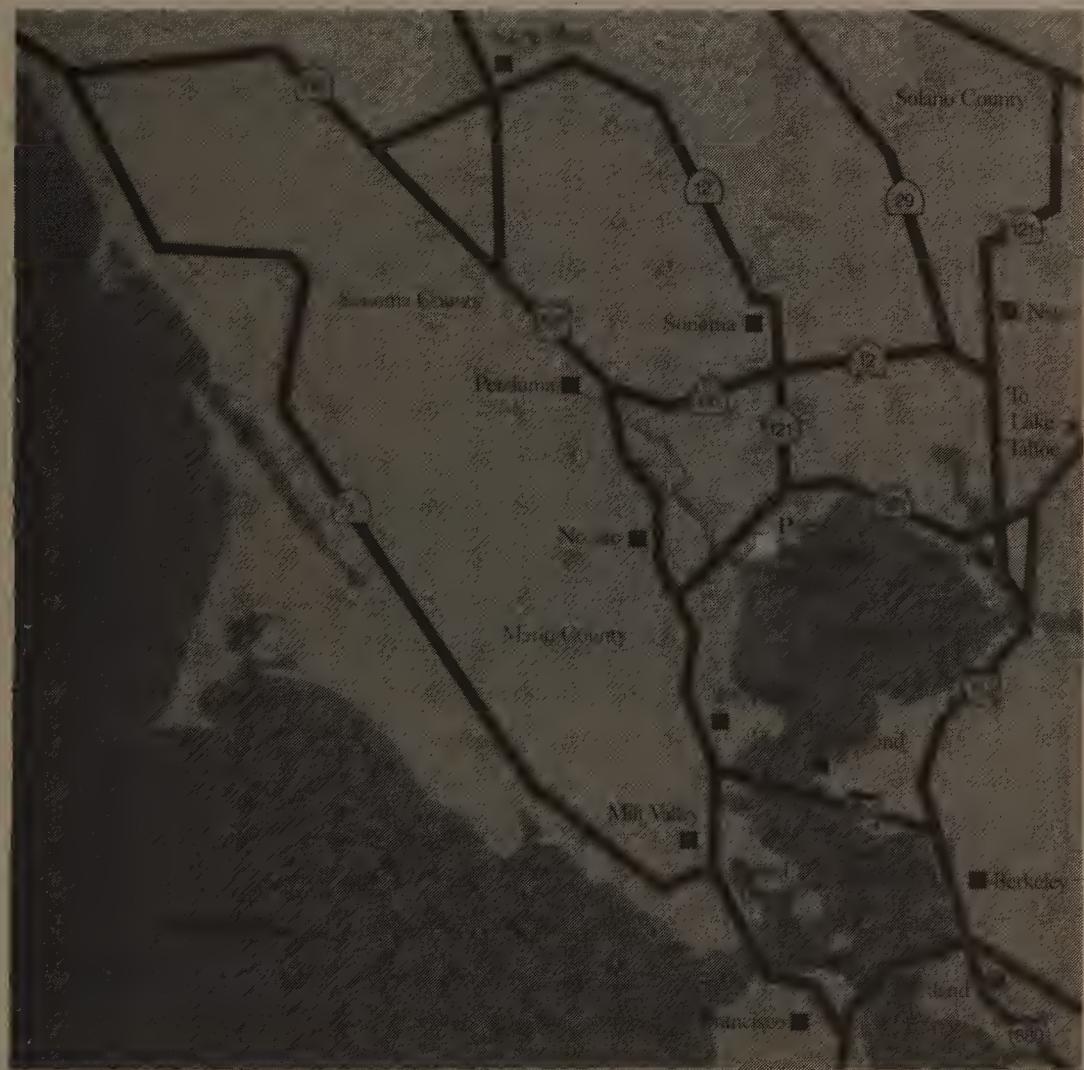
While the Wanderer has carefully considered the objections of the Marcos and others — mainly 'organization' and the possible attraction to ill-prepared sailors — he still thinks it's a good concept, not only for sailors headed that way who might wish to be a part of it, but also for the people of the Marquesas. Having spoken to the Corsers and others, the Wanderer is convinced that there are things that a small but organized group can do for the people of the Marquesas that individual boats either can't or aren't doing now.

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It's unlikely the Managing Editor's wife will be wanting any more kids in the near future, so a Mexico to Marquesas Rally in the spring of 1993 is not unlikely.

↓↑WHAT'S WRONG WITH THIS SCENARIO?

I'm writing to solicit some help from your readers regarding trailering my Chrysler 26, *Summer Breeze*, from our home here in southern Missouri, to Guaymas, Mexico, ferry across to Santa Rosalia on the Baja peninsula, trailer some more to La Paz, where maybe I could get the boat lifted off the — and also pick up the wife and kids who will be flying in.

We want to go in late February and wonder if there is anything wrong with this scenario. We don't speak much Spanish, but have taken some courses and will give it a go. We don't want to bareboat, because we like our own stuff and it's only 300 miles further than the Florida Keys — which is where we usually go.

Any help or advice would be appreciated. Write Larry Nelson, 3419 S. Rogers, Springfield, MO 65804.

P.S. *Latitude* is my favorite sailing literature, bar none. I enjoy the stories about people cruising and read every page except the racing section. You know, different strokes.

Larry Nelson
Springfield, Missouri

Larry — The last Missouri-based sailboat we saw in the Sea of Cortez was *Show Me*. She didn't have any problems — but then she was a Swan 651.

The *Wanderer* sees nothing wrong with the scenario whatsoever — if you were going to make the trip in late April, May or June. The waters around La Paz are too cold for comfort in February and the area is still subject to periodic Northers, which blow cold and hard.

Alternative plans? 1. Make the trip in May, drop the boat in at Santa Rosalia, then sail down to La Paz. When you're done, you can take a bus back up to Santa Rosalia to retrieve your trailer, pick up the boat in La Paz, then take the ferry to Topolobampo on the mainland for new scenery on the way home. 2. Drop the boat in at Guaymas in May and enjoy the local cruising. This is an especially great idea if you like to cruise in solitude. 3. Continue driving down from Guaymas to Puerto Vallarta in February. The weather is great, the cruising in Banderas Bay and down to Manzanillo is terrific, and there's a good boatyard in P.V. where you lift your boat in and out and store your trailer.

We think you'd find anywhere in Mexico a pleasant change from the Keys, which are, you know, so American. And don't worry about the language. If you can say *hola, por favor, gracias, cerveza* and no *problema*, you've got a leg up on most cruisers.

↓↑THE MESSAGE FROM HAWAII IS CLEAR

Having read Linda Newland's October article on the legal basis of government searches of boats, I have some news from Hawaii.

Some new state regulations require boat owners to sign an agreement granting the Harbor Police the right to board and "inspect" your vessel "at any time" of day or night, without a warrant or probable cause. If you refuse to sign the grant of authority, you will be denied a permit to anchor or moor anywhere, including "ocean waters". You must then remove your boat from the state or be subject to seizure and a fine of up to \$10,000. This measure does not apply to trailered boats which are parked in one's front yard and not moored or anchored for over 72 hours.

Would you like more evidence of the state legislature's hostility toward Caucasians on sailboats? State Senator Ben Cayetano, now the Lt. Governor, was widely quoted as rhetorically asking: "Who are those people in the Ala Wai Yacht Harbor? Just rich, fucking *haole*!"

Act 379, the enabling legislation for the regulations, passed both the state House and Senate without a single dissenting vote. From now on, you'll have to pay to drop anchor anywhere in Hawaiian

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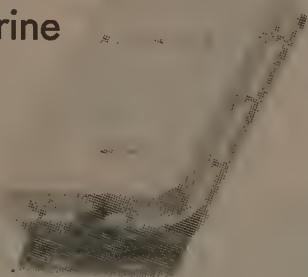
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27'	Newport, fixer-upper	6,995
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27'	Columbia 8.3, diesel & wheel	14,500
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30'	Pearson, immaculate, w/wheel	23,995
30'	Catalina great family boat	3 from 24,995
30'	Lancer, dsl, wheel	24,995
30'	S2 9.2C, center cockpit, diesel & wheel	wants offers 36,995
30'	Ericson	SOLD
31'	Columbia 9.6, diesel & wheel, racer/cruiser	27,500
31'	Hunter, diesel & wheel	3 from 33,995
32'	Ericson, inboard	18,000
32'	Hunter Vision, diesel & wheel, free standing rig	54,995
32'	Hunter Vision, new '91 model	BID!!
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LETTERS

waters.

The message is clear: do not sail your boat to Hawaii, as you are not welcome. State Senator Richard Wong introduced the bill. Send your comments to him or Lt. Gov. Cayetano c/o Capitol, Honolulu 96813 — and include a dab of dog shit!

Avery Foskit Crouch
Ala Wai Yacht Harbor, Honolulu

Avery — We appreciate your passing along that discouraging news, which sounds so typical of what virtually all government agencies — local, regional, state and federal — are up to these days: namely trashing the Bill of Rights and Constitution.

We'd be obliged if you could send us a copy of the complete legislation.

↓↑SMARTEST THING I'VE DONE IN YEARS

Anyone who has never made an offshore passage but plans to do so should run, not walk (their passages fill up well in advance) to the nearest phone and call John Neal and Barbara Marrett. I have recently made the passage from Hawaii to Prince Rupert Canada aboard their offshore training vessel, *Mahina Tiare*, a Hallberg Rassy 42.

I've been sailing San Francisco Bay and coastal areas for 15 years, and my plan is to retire in a year or so to go cruising. I've read dozens of books about cruising, and chartered a wide variety of boats. I've spent a lot of time and money preparing myself to go cruising, and I thought I was ready. But I'm also very cautious, so I decided to make my first offshore passage with an experienced skipper to minimize the number of mistakes I would make. Smartest thing I've done in years.

John and Barbara made everything about the trip an enjoyable learning experience. Even the miserable parts were made tolerable. (If you don't think you'll be miserable during your passage, then you **REALLY** need to call *Mahina Productions*.) I can't think of a single thing they could do to improve their offshore training expeditions. John and Barbara run a completely professional operation, and *Mahina Tiare* is a well equipped vessel. The garrulous skipper of a Panamanian cargo ship was stunned into silence when he asked if we had a satellite navigation system and was told we had four. Experience is the best teacher, and you can get 3,000 miles of your own along with 100,000 miles of theirs in just a few weeks. On top of all that, they are two of the nicest people you will ever meet.

I can think of a lot of other good things to say about John, Barbara and *Mahina Tiare*, but I'm leaving in 16 months, and I have a million things to do.

If you're still not convinced you should do this, attend one of their offshore cruising seminars. You'll learn more about what it's like to be "out there" during the weekend seminar than you could any other way.

John Guimont
Spray 40, Chez Moi
Richmond

↓↑WE'RE DELIGHTED TO HAVE PROVEN HIM WRONG

Imagine our surprise, upon opening a recent *Latitude* (recent at least for Neiafu, Vava'u, Tonga) and finding our *All About Ahe* letter! Since we wrote that letter a year ago, we have sailed to New Zealand for the hurricane season, and are now on our way home to California via Tonga, Samoa, the Line Islands and Hawaii.

We attended John Neal and Barbara Marrett's cruising seminar before leaving the States, only to be told, after paying \$249, that our Islander 36 would not make it to New Zealand in one piece! We're delighted to have proven John wrong. As a matter of fact, we've been entertained by 'One Banana John' stories from many other cruisers in the South Pacific — but that's another letter.

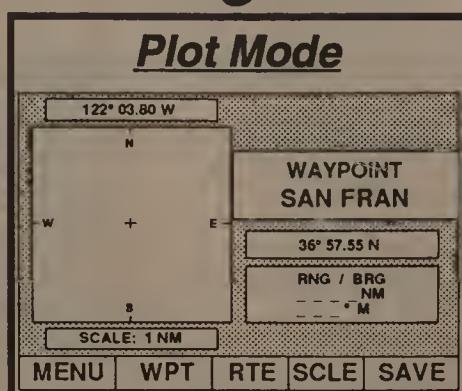
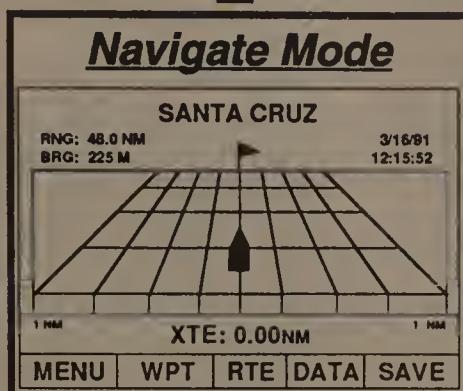
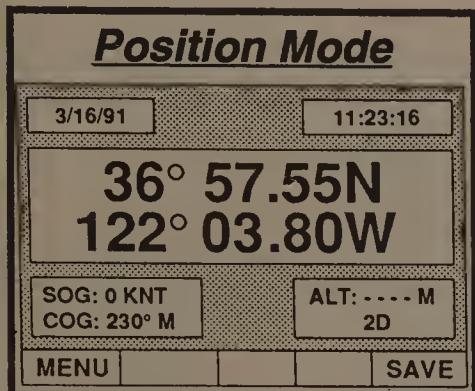
Say, what became of our Roving Reporter T-shirt? My husband would like an XL. I'll do my best to shrink it to my size, which is

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LETTERS

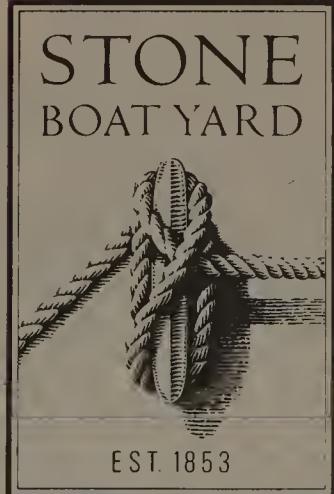
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medium, unless you send us each one. Our mailing address is c/o Faith Griffiths, 14508 21st DR. S.E. Millcreek, WA 98012.

We're looking forward to a steady supply of *Latitudes* once we return to California in a year or so.

Geoffrey & Karen Griffiths
Islander 36 Karemfrey
Western Samoa / San Diego

↓↑A BEARD THAT MADE JERRY GARCIA LOOK LIKE A SKINHEAD

I couldn't help but chuckle as I read your article on *Spirit*'s 30th birthday and remember back to the 1968 SORC races in Florida. Billy Green, one of *Spirit*'s regular crew, somehow missed the boat for the start of the St. Pete to Venice Race and had to take the bus ahead to Venice, which was then, as now, a fairly conservative Florida retirement community.

Billy was from the Bay Area, and being in tune with the times, had a hairstyle and beard that made Jerry Garcia look like a skinhead. After learning that *Spirit* was still at sea and tired from all his travels, Bill walked to the city park, threw his seabag under a tree, and lay down for a nap across from a lawnbowling green. Presently he was awoken by the jab of a man in uniform.

"What is your business here?" demanded the policeman.

"I'm waiting for the *Spirit*," replied Billy groggily.

"Sure you are, and I suppose you're Jesus Christ?" said the cop.

With that, Billy was hustled off to the lockup until George Kiskaddon could be found to vouch for his story.

Happy Birthday, *Spirit*!

Skip Allan
Wildflower
Capitola

↓↑SOMEONE GOT THE LAST ONE YOU HAD LISTED

I'm trying to locate an Aquarius 21 sailboat to buy. Someone else bought the last one listed in *Latitude* before I could get to it. Can anyone help me?

Jay Dottle
1325 Q Street
Arcata, CA 95521

↓↑JUST CHECKING

I recently renewed my membership in the Save San Francisco Bay Association. I enclosed a letter explaining that I was a sailor. Does this organization do anything detrimental to the sailing community? In my letter I asked if they read your rag.

Just checking.

Don Buchanan
San Francisco

Don — We're not familiar with the organization, but that shouldn't come as a surprise, as there are many organizations with similar names. Some want to 'save' the Bay for gambling on Alcatraz, some want to 'save' it by making all humans move at least 100 miles away, some want to 'save' it for speckled beak bob-tailed tweeters, some want to 'save' it for greater employment. It's hard to wade through all the misleading poop that's being dished out these days.

One of the charitable causes that most appealed to us was one that purportedly raised funds to grant terminally ill children a 'last wish', be it a trip to Disneyland, a visit from a sports hero, whatever. Imagine our complete and total disgust when we recently read that one such organization was charged with using less than 1% of the donated funds to make the wishes come true — the other 99% having been spent for 'administration' and fund-raising efforts. If people can be so sleazy as to profit at the expense of terminally ill children, think what they might say about the Bay just to get their hands on a few bucks.

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Don't get us wrong, the Save San Francisco Bay Association might be the most enlightened, dedicated, all volunteer organization in the country. But having been completely abused by one charitable organization, we've got our guard up — regrettably — against all of them.

Personally, we wouldn't contribute to any non-profit organization without having gone over a fiscal statement verified by a big name accounting firm that outlines what percentage of the money goes to the purported cause and how much finds its way into the pockets of the directors and for gratuitous travel. And without a call to Consumer Fraud.

Incidentally, this subject might cause some readers to wonder whatever happened to the money we collected for the Richardson Bay Marina Water Analysis. As reported earlier, we've verbally committed it, via Richardson Bay Regional Association Director Robin Sweeny, to continuing efforts to help keep Richardson Bay clean. Originally, the money was going to be used for the water analysis, but then the Regional Water Quality Board picked up the tab; then it was going to be for boater education, but that program is still in the making. In short, the money is still committed to the original concept, but awaits a request on the part of Robin Sweeny and the Water Quality Board for dispersal.

↓↑DON'T GET MAD AT A COASTIE

Thank you for printing my letter in the October issue. In your response to my letter you asked a number of questions that I would like to answer, but before I do, I would like to make a couple of comments which reflect my own feelings and not necessarily those of the Coast Guard.

First, I would like to apologize for my "deserving what they get" comment. Like many Coasties who are trying as hard as we can to get along with the boating public, I get a little hot under the collar when I see what I perceive as indiscriminate Coastie bashing. What I meant to say is that most of us try as hard as we can to make a boarding as painless as possible, and that if mariners give the boarding party a hard time, don't expect them to give you a break. It's just like getting stopped for speeding. If you are polite you may get off with just a warning; if you're hostile you can't expect any favors.

My second comment is that because of the different jobs I've had in the Coast Guard, I walk in boat shoes more often than I walk in Coastie shoes. In fact, there are three photos in your October issue of boats on which I was sailing. One from the Express 27 fleet in the NOOD's and two of the winning Santa Cruz 27 from the Plaza Cup. I do agree, however, that more Coasties do need to walk in mariners' shoes more often — therefore why don't you go out and invite some for a sail?

Now I would like to try to answer your questions, the first of which was, "Are armed boarding parties really necessary?" The answer is that in most cases weapons are not necessary, just as 99% of the time a weapon isn't necessary when a CHP officer stops a car. Coast Guard boarding parties are not allowed to draw their weapons unless they are in a situation where they need to use them. To the Coast Guard, drawing a weapon is almost the same as firing it. It is not, however, up to the individual boarding parties to decide if they will carry weapons. We have been ordered to carry sidearms, and when specified, have one team member with a riot shotgun or M-16.

As to the question, "Has a single Coastie ever been shot or killed during a west coast boarding?" I believe the answer is no. Does this make our weapons policy bogus? I don't think so. The fact that boarding parties are groups of three to eight is probably the reason for the fact that no Coasties have ever been killed, but I don't think we should wait for one to be killed to legitimize our policy.

Your next question was, "How important is it that the Coast Guard check for drinking on sailboats?" Just as important as on powerboats. People have been killed on sailboats as well as on powerboats. While it is true the powerboats make up the larger percentage of the

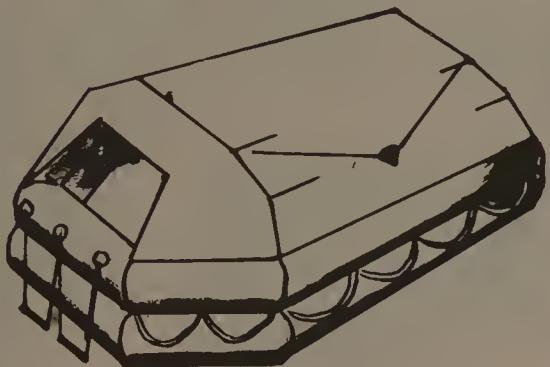
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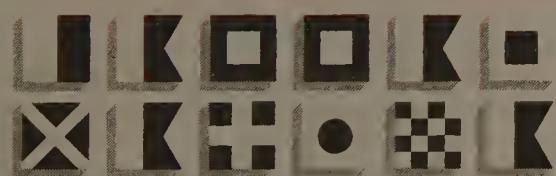


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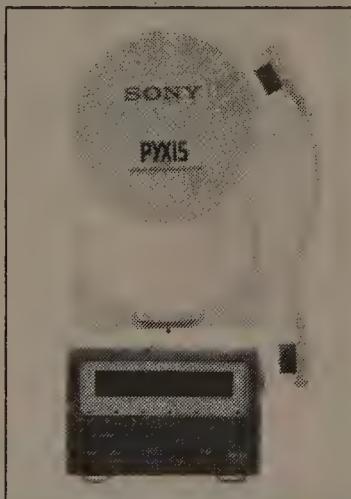
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LETTERS

accidents, by law we are not allowed to discriminate between sailboats and powerboats. Why the Coast Guard didn't take over the boat in Mr. Hardeman's case, I can't say for sure, but I'm confident there was a Coastie standing next to him for the entire trip to the dock.

Lastly, in 1790, the same people that wrote the Bill of Rights gave the Coast Guard, then called the Revenue Cutter Service, the power to enforce the laws and treaties of the United States. The specifics of this power can be found under 14 United States Code 89, 143, and 19 USC 1401. Basically these codes say that the Coast Guard may at anytime go aboard any vessel subject to the jurisdiction of any U.S. law. These laws fall under four general categories: Commercial Vessel Safety, Port Security and Environmental Safety, Recreational Boating Safety, and Enforcement of Laws and Treaties. We can board anytime because your boat is a vehicle, not a stationary home. Our inspections fall under the same idea of truck inspections on the highway.

All I can say is that if you don't like the power that the Coast Guard has, write your congressman or senator and get the laws changed. Don't get mad at the Coastie who is just trying to do a big job the best he can.

Cam Lewis
Lt. USCG

Cam — As you might recollect, we've repeatedly told our readers that the Coast Guard does not make the policy, but implements it. As such, they are the messengers and should not be shot for bearing bad news.

Your argument notwithstanding, we still think the boarding party weapons policy is bogus. Scores of police and highway patrolman are killed each year, but they don't approach innocent-appearing cars in groups of three to eight with M-16s. Read Napoleon Hill's How To Make Friends and Influence People, and you'll realize that such overwhelming displays of force are not only inappropriate, but counterproductive.

The law may not permit you to discriminate between sailboats and powerboats, but good judgment demands it. About two years ago we called the head of the Department of Boating and Waterways, and he couldn't remember the last time — if ever — a sailboat fatality was attributed to the operator being drunk. If you don't believe us, read John Dukat's letter that follows or look up the facts yourself. Statistically speaking, drunken sailing is an insignificant problem, while drunken powerboating and jet-skiing is a very serious problem. It's speed that kills on the water, Cam, not slow moving sailboats. Even members of the Coast Guard should encourage that service to get their priorities straight — lest we taxpayers be saddled with another BCDC-style comedy of misplaced priorities.

Yes, the Coast Guard has the right to board boats based on laws written in 1790. It's worth noting, however, that this is 1991, and a lot has changed since then. There were, for instance, no recreational vessels in 1790. Laws need to change with the times, and they haven't. Comparing private recreational boats on the Bay with commercial vehicles on public highways is as foolish as comparing apples and oranges.

↑↑LOCATION, LOCATION, LOCATION

Regarding the recent spate of letters on the overbearing Coast Guard's armed boardings, I can only say "right on" to your comments, and "thanks" for Linda Newland's article. However, with regard to the alcohol enforcement policy, there needs to be a bit more discussion.

Perhaps this is a case of the right violation but enforced in the wrong location. I agree that "drunken" sailing is not a significant factor in boating fatalities. Although I'm glad to see alcohol and boating enforcement, such a policy on San Francisco Bay is misplaced.

The appropriate place for drunken boating enforcement is the Delta. During the mid-Seventies, as a reserve officer in the Coast

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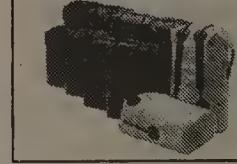
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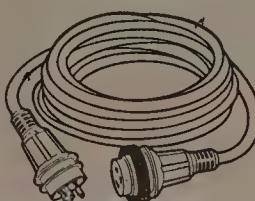
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LETTERS

Guard, I reviewed boating accident reports from throughout Northern California. The fatalities almost always seemed to involve a high-speed powerboat, the Delta and alcohol. The autopsy attached to the reports always included the blood alcohol content. As I recall, the deceased had always had a few drinks — and sometimes quite a few. This situation may have changed over the intervening years, but I doubt it.

As to how to deal with Coast Guard armed boardings, may I suggest that interested groups talk to the Coast Guard leadership directly. They are not all martinet. They actually want to be well thought of, and welcome public input. There are organizations like PICYA, yacht clubs, even racing (YRA) and cruising groups through which a dialogue can be established. Your campaign in the Letters pages may also bear fruit because the Coast Guard employs clipping services that clip out every letter or article with the word Coast Guard in it. And such clippings always wind up on some Coast Guard staffer's desk — and frequently reach the Admiral.

P.S. I mention some of the above 'lobbying groups' guardedly. Some of them have never met a Coast Guard Policy they didn't like, and shy away from anything controversial.

John Dukat
Alameda

John — We've talked to the Coast Guard directly — when called in by the then head honcho over in Alameda. We think he really listened and cared about what we had to say. Be that as it may, when our advice differed from that of the White House, you can guess whose advice he took.

↑↑WHERE IT ALL GOES

It's true, each and every one of us who owns a power or sail boat over 16 feet in length is so rich that we don't know what to do with all our money. But let me list some of the places we spend it.

First, there's the personal property tax endowed on us by the county we live in. In some counties, such as Alameda, 80% of this money — and this is according to the Assessor's Office — goes directly to the city which your boat floats next to. This isn't enough, however, for all cities. Oakland, for example, decided it must collect a city 'possessory tax' for the land your boat floats over. Pathetic, isn't it?

Then there's the hefty fuel tax we pay when we buy gas or diesel, the wonderful new User Fee (which won't pay for anything we need), increased registration fees, the new VHF registration fees, and new fees at state parks. After a while, it starts to add up!

But even this wasn't enough. Our fine government decided to slap a 10% Luxury Tax on boats costing over 100 grand, not realizing that boat buyers would just say 'screw it' and buy cheaper or used boats. The net result? The government has had to pay out more money in unemployment benefits to out of work boatbuilders than it's collected in luxury tax. Good move, guys!

What gets me most, however, is the User Fee. If you check the wording of the bill, it says, "... the revenues collected from these fees are not added to current Coast Guard appropriations and do not directly affect future appropriations in these programs." It continues, "... recreational vessel owners paying the proposed fees, therefore, can expect no increase in the quantity, quality or variety of services they receive from the Coast Guard."

How politically pathetic can they get? Worse still, they expect us to pay a whole year's fees for '91, and there are only two months left!

How did the User Fee legislation pass? The same way that our congressmen gave themselves a raise: by the 'piggyback' method. It was 'glued' to a totally unrelated bill that was sure to pass.

Hear me, people! If anything good is to come out of this mess, it ought to be some kind of legislation to prevent the congress from attaching one bill onto another to get it passed! This is a bunch of crap!

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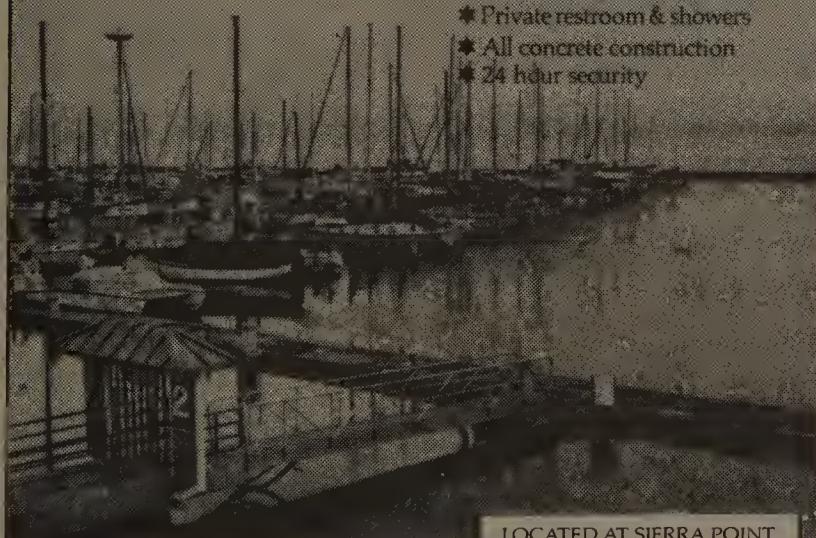
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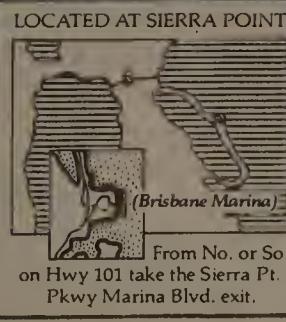
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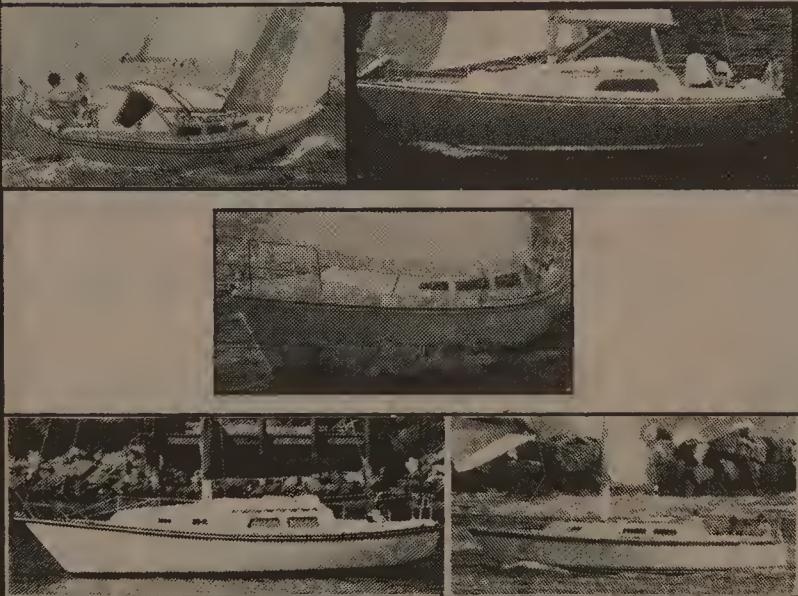


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LETTERS

So we're not merely dealing with unfair taxes, we have a government that has forgotten it's supposed to be "of, by and for the people." Let all of us start writing newspapers and members of congress demanding that things be changed! And let's encourage others to write, too.

For fear of retribution by the FBI, CIA, BCDC or any other agency that puts those who speak out on their 'list', I have chosen to remain anonymous. But I shall not remain silent!

Me
Oakland

Me — We citizens have been guilty of letting our ship of state charge on through the fog on government autopilot for too long. In the short run all these new fees and taxes, combined with the Thomas confirmation circus, and all the other government abuses and failures, are deeply discouraging. But perhaps collectively they are just the 'reef we need to brush against to make us realize that we as citizens can't sit back and passively let the professional politicians loose at the helm. We're not sure what the solution is — voting, given the overwhelming built-in advantages the incumbents have given themselves, certainly isn't it. Any suggestions?

↓↑CHEAP THRILLS

There is nothing in the sailing world that comes within a nautical mile of your 'sailing sheet'. Thanks for the thrill I get around the first of every month when the new *Latitude* hits the street. It's a rush every time!

Having said that, I need a little help. I need to locate Simone and Bernard Jacobs, who built a beautiful custom Bingham-designed ketch in Alameda in about 1977. I need to talk to them in order to straighten out my documentation. If anybody out there knows the Jacobs, could you please let them know about my request so they could contact me if they so choose. Gracias to one and all.

Michael Bearden
1010 F Street
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Michael — Good luck on your request.

Thanks for the kind words, but we cringe every time someone calls it 'our' sailing sheet. It's true we have a hard-working staff that busts their butts month after month, but we've also got the most interesting, responsive readership in the world. If it wasn't for you terrific readers sending in such great letters and Changes and articles, we wouldn't be here.

[This is the Wanderer sneaking in a few lines while the editor is paying a visit to the John. He's right when he says we wouldn't be here without you readers. But guess where we'd be? Right, out cruising and having the time of our lives! The Wanderer is ambivalent; he doesn't know whether to love you readers or hate you.]

↓↑HOW MIGHT I MAKE CONTACT WITH THE SANTANA 35 OWNERS?

Enclosed is the money for another year's subscription to your fabulous magazine. Keep up the good work.

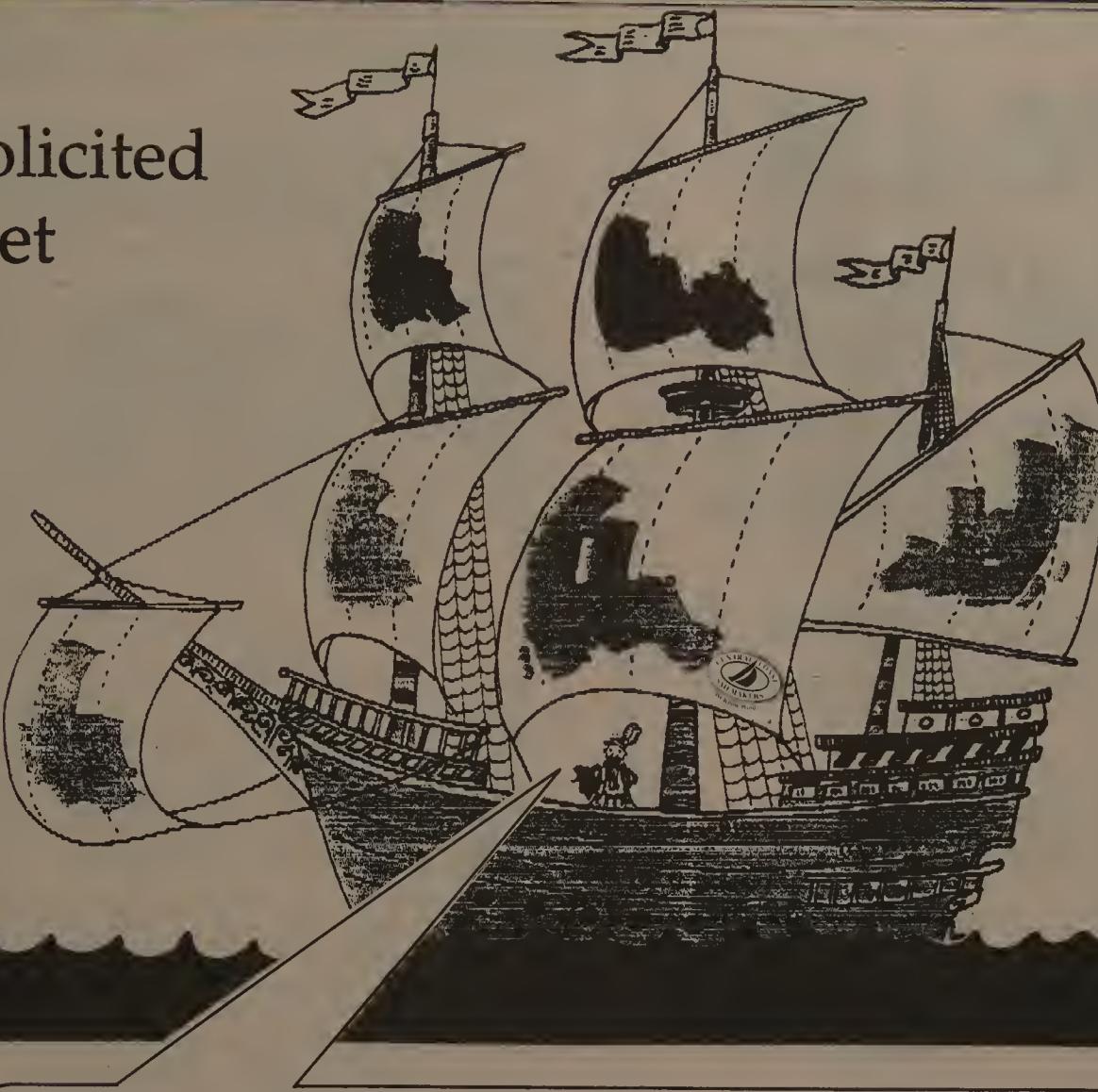
While I've got your ear, I'd like to know if there is a Santana 35 Owners Association. If so, how might I make contact with them?

I'm interested in exchanging technical information or crewing on one of the hot set-ups to see how you all sail them down there.

Mike Quigley
Santana 35, Envoy
(503) 282-7960 / Portland

Mike — Through the '80s the Santana 35 fleet was one of the most active on the Bay. It's declined a bit in recent years, but if you check out the Racing Sheet you'll read that they just held a 'Hot Tuna' Rally

An Unsolicited Regret



"If I'd only had Central Coast sails they would be celebrating Larry Columbus Day not Christopher Columbus Day!"

- Larry (there is no second place) Columbus

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to get the class rolling again. Dick Pino of Marion Sails, (510) 523-9411, is a good and ready source of information on the class. We're certain you'd have absolutely no trouble getting a ride on one for a series or something like the Catalina Race.

↓↑HOW DO YOU LOCATE A LOKATA?

Since my LoKata Watchman radar detector has died, I turned to the good folks at West Marine, only to find out they don't carry them anymore. It seems they were made by I.M.I./Vigil, but no longer. I can't find anyone who repairs them, either.

The thing is, I have grown rather attached to mine over the years and would like to either have it repaired or replaced. Can anyone give me a heads up on this? I sure would appreciate it.

Fred Quigley
605.5 East 34th Ave
Eugene, Oregon 97405
(503) 683-3107

Fred — We can't help you, but maybe a reader can.

P.S. Are you related to Mike in the letter above or is there just a bunch of sailing Quigleys in Oregon?

↓↑HOW MANY PEOPLE COMMIT SUICIDE AFTER TALKING TO YOU?

I'm writing in response to Pete "the United States stands on land stolen from the Indians, developed with African-American slave labor, and maintained by oppressing the Third World" Livingston's letter that appeared on page 66 of the October issue.

Geez, Pete, you got a rash where you can't reach or something? I wonder how many people commit suicide right after talking to you? Lighten up — you can't be having any fun with that paranoid attitude of yours. Sailing is supposed to be fun, dammit!

Mary Ricklan
San Jose

↓↑AFTER 36,000 MILES OF OCEAN USE, I AM VERY PLEASED

As a sailboat owner and mate on an ocean-going ship, I'd like to put in a good word for Celesticomp, Inc. of Vashon, Washington. About a year ago I purchased the Celesticomp V navigational computer, and it's been just great. On the ship I use it no less than 10 times a day.

The Celesticomp V not only gives you the most features for the bucks, but it's backed by excellent service. If you have any problems or questions, all you need to do is call Celesticomp — and you'll be talking directly to the programmer himself! Try that with one of the Japanese brands. At any rate, it's a great product and after 36,000 ocean miles I am very pleased.

P.S. No matter if Elizabeth Meyer of Endeavor said "Latitude 38 is the only good sailing in the United States," or "Latitude 38 is the best sailing magazine in the United States," she was right. And not only that, it's free! What an incredible deal.

James D. Fletcher
El Cerrito

James — We thank you, and we're certain that Celesticomp thanks you.

↓↑WE MIGHT ENCOURAGE SUCH BEHAVIOR WITH A LITTLE 'THANKS'

Talk about BOR-ing! I, too, have suffered the occasional "coursus interruptus" while racing. It's a little annoying, but geez — "commercial ships plowing through" our (sacred) race course? Doesn't your balloon ever land, or didn't mommy ever tell you that 600-lb. gorillas and big ships go wherever they damn well please?!

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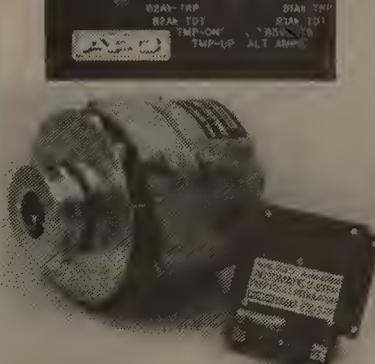
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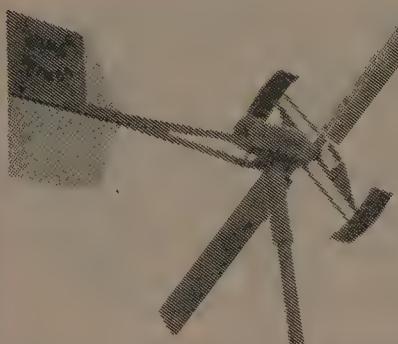
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LETTERS

"DMZ", we are not exempted from COLREGS while racing. So the next time you see some poor schlep put head to weather for a herd of would-be Dennis Conners stretched halfway across the Bay, give him/her a wave and a loud "thanks!" They are doing us a favor. We might encourage such behavior by showing a little courtesy in return.

Bob Sansone
Vallejo

PEACE AND CONTROVERSY

I want to thank Dave Sheldon of Quark for the free advertising for Moose McGillycuddys here in Marina del Rey. Not only am I the bookkeeper for this wonderful company, but also a liveaboard.

My sweetie and I have been restoring our Cheoy Lee for the past 18 months and hope to join the Class of '91-'92 in Mexico sometime in January or February.

Your magazine is the only sailing rag I read. Thanks so much for the fine entertainment and ongoing controversy.

Peace.

Brenda Bierly

Cheoy Lee Flyer III, Brenda Jane
Marina del Rey

TIPS FOR FIRST-TIME CRUISING KIDS

It's that time of year when most boats are getting ready to depart San Diego for Mexico. If you're a first-time cruising kid like I was, you're probably wondering if the 'cruising life' is really for you.

Up until San Diego, I hadn't met any other kids and was really starting to miss all my friends back home. But once I met some other cruising kids my age at Pacific Marine Supply's Kick-Off Party, things really started to get better. The one thing I learned on our trip was that you can't be afraid to go up to another cruising kid and start talking to him or her — because there is not an abundance of kids out there. Chances are they're afraid to come up to you! And don't worry if it's a boy or girl — everyone welcomes a friend.

A mistake I sometimes made was not getting to know someone because I was too embarrassed or because I didn't think I'd like them. Twice I made this mistake. When I finally did get to know these people in question, they ended up being the two closest friends I made during the whole trip. I regret that I hadn't gotten to know them sooner.

Here are a few tips I think may be helpful for cruising kids:

1. Keep a daily diary about how you feel and what you did that day. I kept one and really enjoy reading it now that I'm back home. I only wish I would have written more.

2. Bring a Walkman and lots of tapes. Music helps the long night watches pass more quickly.

3. Write your friends back home. They'll love to hear from you and you'll look forward to getting mail from them.

4. Keep up with your school work. (I know this makes me sound like a parent, but I learned from my mistake.) I recommend trying to get ahead on school work while you're out at sea, because if you get behind, your parents will always seem to make you catch up when there are other kids around — and that's when homework is the last thing on your mind.

5. Good things to bring include frisbees, baseballs and other game stuff. These help break the ice with kids on islands or villages. Even if you don't speak the same language, you can still enjoy playing games together.

6. Take photographs and make a scrapbook of the friends you make. Let them each design their own page, with name, address, message, etc.

My two favorite ports? Cabo San Lucas, Mexico and Cartagena, Colombia.

We spent a month in Cabo, right around Christmas, and I had a great time! There were lots of boats there, and the more boats, the more kids. Pap's Cruising Center usually organizes weekly pot-lucks



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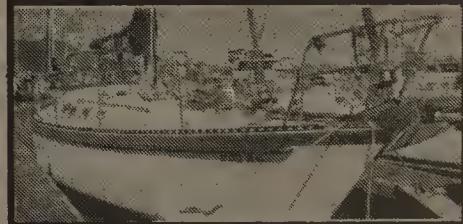
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LETTERS

and volleyball games, and there were always other kids at them.

While in Cartagena, we stayed at Club Nautico (my favorite place on the whole trip!) and had a wonderful time. Norm and Candeleria, Nautico's owners, have two kids with lots of cousins and friends around. I had a blast! It was cheap, too. A ticket to American movies was \$1 U.S. and sodas were just seven cents.

I had a lot of other favorite places, but Cabo and Cartagena were the best when it came to kids. So my advice is simple: just make friends with anyone that's around. Believe me, it's making friends that transforms cruising from being 'okay' to 'wonderful'.

Dorea Kleker, age 15

Cojo II

Clovis, CA

Dorea — The benefits of overcoming shyness is as important a lesson for adults as it is for kids. We quote Grace and Einar Lorentzen from this month's Changes: "We have learned to overcome our initial shyness and take the first step in inviting people aboard for tea or lemonade," and ". . . our happiest memories are of the other cruisers we have met along the way."

↓↓CAN ANYONE HELP?

I recently bought a 22-foot cutter-rigged sloop built by Akashi in 1973. I would like to get some information on this Japanese manufacturer of my boat. Can anyone help?

John L. Morra
Phacelia
Berkeley

John — You're bucking the trend that in recent years has seen the Japanese snapping up U.S.-built boats right and left. Frankly, the only two Japanese manufacturers we're familiar with are Fuji and Yamaha — neither of which imports boats to this country anymore. But maybe one of our readers can help.

↓↓I NEVER DREAMED WE'D GO CRUISING

Approximately three to four years ago, you published a great article on the anchorages along the Baja coast. I didn't save that article because when we moved aboard our boat four years ago, I never dreamed we would ever go cruising. Well, this former Type A business hustlin' lady has mellowed to the point where San Diego has become too fast a town. Our days before departure are numbered, and we'd appreciate a copy of that wonderful article.

Sue Schoonover
Andalucia, 43-ft Spindrift Pilothouse Cutter
San Diego

Sue — Love your name: alliterative, nautical, and tumultuous all at the same time!

That article, which appeared in the November 1987 edition, was based almost entirely on information and photos from Jack Williams' Baja Boater's Guide, Part I. Unless you're living with a terribly tight budget, you really owe it to yourself to purchase the book. It affords a great overall view of anchoring along Baja, as well as many great maps and aerial photographs — plus tons of other useful information. Do yourself a favor and buy the book.

↓WHAT HAVE I LEARNED FROM THIS?

I would like to send a public 'thanks' to the owner of Windsong, a beautiful ketch berthed at the Vallejo Municipal Marina. This gentleman was very helpful when I did some moderately foolish things.

I had gone out for a short morning sail aboard my 17-foot daysailer. Although I had my motor along, I didn't plan on using it. Since I didn't plan on using the motor, I didn't bring along my tool kit with an extra spark plug.

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LETTERS

In any event, I sailed into the Municipal Marina — I like to look at other boats — but got trapped in there by a combination of light winds and an adverse current. The more I tried to sail out, the deeper in the marina I got trapped.

Finally, I gave up and tried to start my engine. I got one sputter and then nothing. Not wanting to drift into any of the other boats, I pulled into an empty slip and tried more yanking on my outboard. This is when *Windsong*'s owner entered the picture, allowing me the use of his tools, sandpaper and starter fluid. He also chatted with me while I waited for my flooded carburetor to dry out, encouraging my idea of moving up to a larger size boat.

If you think everything went smoothly from there, you'd be wrong. Proving that engines are spiteful, my motor started just in time for me to leave the marina two seconds before the Sheriff's Patrol Boat. The problem is, I enjoy sailing more than waiting in DMV lines, so I didn't have 1991 rags. Truthfully, I had just finishing repairing the boat a week before this 'maiden voyage' and wanted to make sure she would float before I paid the registration fees.

If would be nice to end the letter here, inasmuch as I was only 200 yards from the launch ramp and pulling the boat out again. But it took only that long for the port track and jib sheet to break off. Luckily neither of them hit me or my crew.

What have I learned from all this? Not to be in too big a hurry to put my boat in the water and to always start and warm up my motor at the dock, even if I don't plan on using it, because it's always when you don't plan on using it that you need it the most.

By the way, my brother is in Coast Guard basic training right now and wants you to know that he really enjoys the *Latitudes* that I send him.

Matt Hudgens
Shore Thing
Vallejo

Matt — Sailors who have had to rely on outboard motors generally think of it as a form of devil worship. It doesn't matter how many tools or spark plugs you carry, the things are only reliable if you use them often.

↓↓SHE HAD THE SAME VARNISHED INTERIOR SHE HAD 20 YEARS AGO

In a follow-up to your *Where Are They Now?* article in the September issue, I saw *Blackfin*, a model of which is at the entrance to the St. Francis YC, a year or so ago in the marina at Hebe Haven in Hong Kong. She had the same varnished interior she did when I was her navigator in '72-73 — which is almost 20 years ago!

The people there told me *Blackfin* was waiting to get a mechanical refit and would then be bound for Manila to be snuffed up cosmetically.

Ray Conrad
San Francisco

↓↓HOPE FOR THE FUTURE

I discovered two very enjoyable habits at about the same time: sailing and reading *Latitude 38*. Nine years later, having missed only three issues along the way, I finally have an excuse to write.

I had just returned to Arcata after spending the summer working in the Carson-Iceberg Wilderness just south of Lake Tahoe, and was catching up on my reading of *Latitude*, when lo and behold, I saw a letter from Mary Thompson concerning proper disposal of human waste. In late June I had bought a river kayak from this same Mary and her husband Ron. They also showed me the Westsail 32 they are completing from a bare hull — and are doing a fine job of it.

Anyway, I wanted to confirm that many river people do go to such great lengths to minimize the negative impact on the areas they love. Hikers and mountaineers that want to leave places pristine also have ways of handling 'shitty' problems. In places where decomposition is

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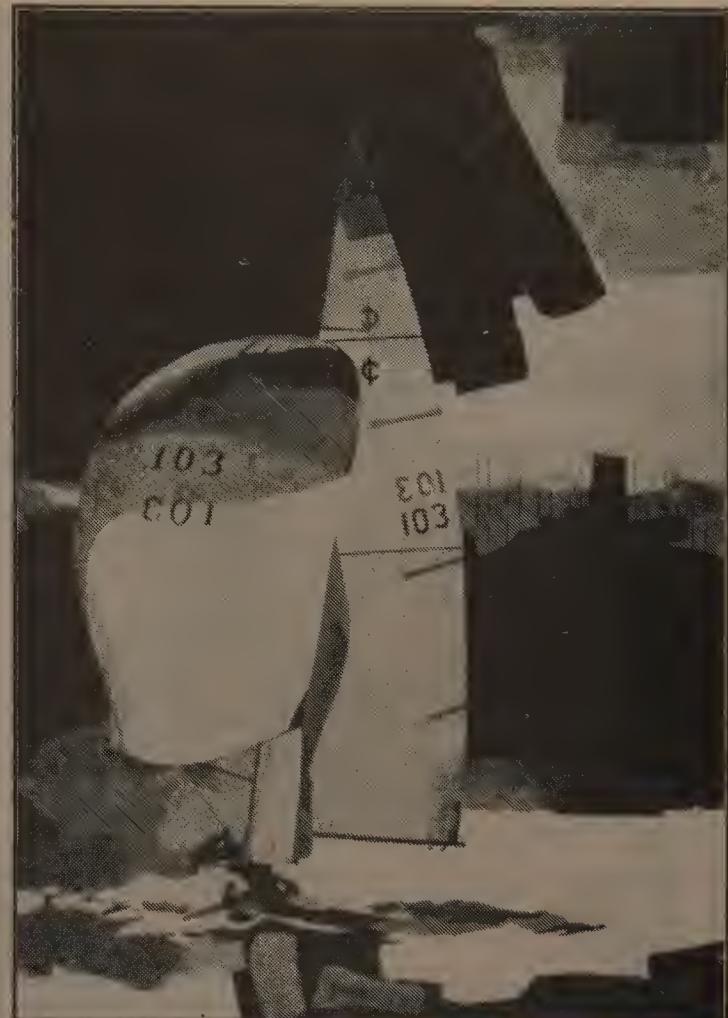
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Caprice—strip planked Lapworth 50 owned by Dave and Barbara Lenschmidt; what a beautiful boat to go cruising in!

Caprice is shown at the start of the Ancient Mariners' Race to Hawaii this summer. She was first to finish.

For their trip we made them a new main and reefable roller-furling Genoa. The Genoa is made of a mylar/dacron sandwich cloth designed for cruising applications and we built it in a triradial step-up construction for the best shape holding and durability.

The last letter we had from Dave and Barbara said that they were having a good cruise, but berthing was even tighter than the last time Dave was in Hawaii.

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LETTERS

slow — the high planes, for instance — the use of plastic bags is in order. Hikers then pack out what has been deposited into well-sealed bags. Another technique is to leave one's deposit on a rock and then spread it as thin as possible with a stick. This will speed up its reentry into the environment and prevent your pile from being a petrified eye-sore for years to come.

Any paper used should either be carefully burned or packaged and packed out. At lower elevations, where decomposition is faster, a six to eight-inch hole should be dug and the deposit dropped in and covered with dirt. At this depth the bacterial action of the soil will quickly break down the organic matter. Again, any paper used should be burned carefully or if only a very little was used, buried also. The paper should be 'earth friendly': on other words, biodegradable, white and unscented.

Even though there is much more that can be said on this subject, I will end this 'shitty' discourse here. I would like to add that it seems that if everyone — mariners, hikers, rafters, and other outdoors people — treats the earth gently and does the little things that protect it, that attitude will spill over into other aspects of life. Then, perhaps, there will be hope for the future.

Bob Noyes
Arcata

Bob — Thanks for your letter. While poop disposal techniques in the mountains might seem misplaced in a sailing publication, we think it's important that our readers know how hard other outdoor people are working to reduce their impact on the environment.

↓↑FROM OLIVE OIL TO DIESEL OIL — IN ONE WEEKEND

We are a cruising family of five, read *Latitude* each month, and have learned so much from it. This month I wanted to give something back.

We're planning a cruise and I wanted to feel more confident about trouble-shooting mechanical stuff on our boat. So how do you go from olive oil to diesel oil when you're the mother of three? With Pacific Marine Institute.

My husband Steven and I spent the weekend in Alameda at the Institute. Thanks to instructor Craig Wooster, I see myself differently as a result of what I learned, and my husband is pleased as well. The rest of the crew, ages 2 to 5, are now quite impressed with Mom's ability to fix her own boat problems without the use of a Ninja Turtle band-aid.

We took the course because I wanted to understand more about my diesel engine and I knew that required 'hands on' learning. I also needed a class tailored to my individual needs. The format at PMI worked well for me, as it included written material, general theory videos, module videos, hands on learning and personal instruction.

When Steven branched out into valve overlap, rebuilding the fuel transfer pump and learning about distributed injector pumps, I spent an enlightening afternoon learning transmission maintenance, replacing fuel filters and aligning engines. I even made my own gaskets!

I came home knowing a great deal more than when I'd left. Steven and I went to The City for dinner that night, and as our waitress served us olive oil, my thoughts drifted to our boat, which is berthed at the Stockton Sailing Club. I couldn't wait to get back to her and work on her engine!

Melanie Mandel
Stockton

Melanie — Such courses are a terrific idea for all sailors. We learn how critical basic periodic maintenance — primarily changing the oil — is for a diesel, and what to do when something goes wrong. The great thing about diesels is that other than a few basics, there's very little to go wrong. So if you understand the basics, you can feel pretty confident.

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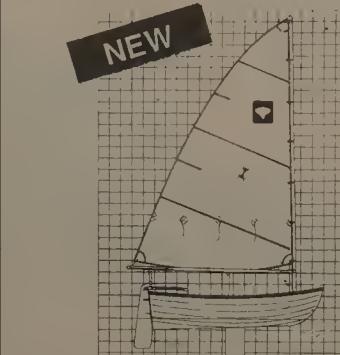
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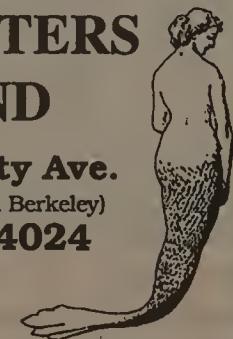
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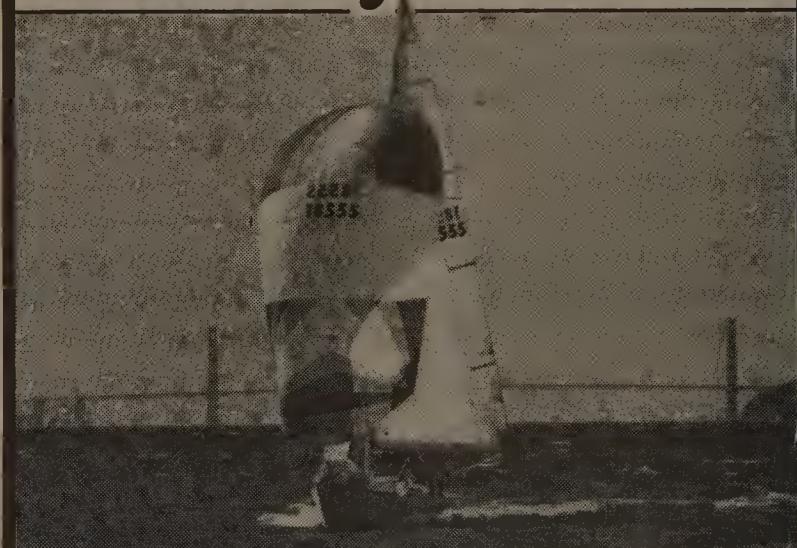
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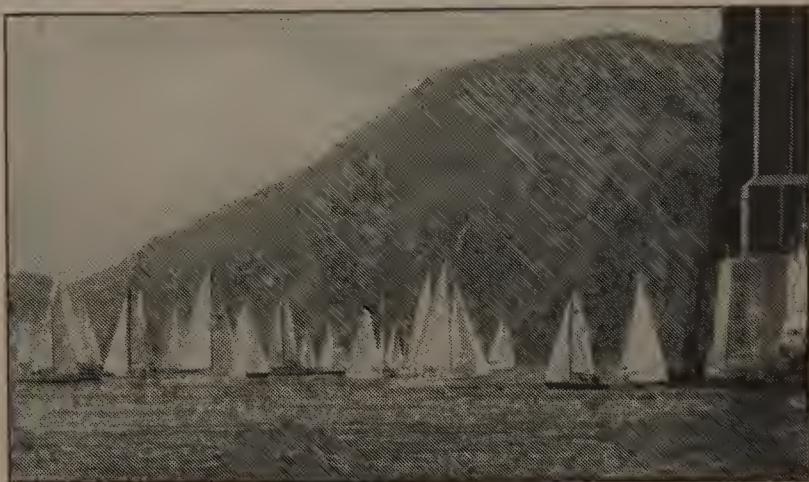
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LOOSE LIPS

One of the good guys.

The yachting community — and we personally — were saddened by the sudden passing of lifelong sailor Bob Marshall last month.

Marshall, age 67, succumbed to cancer after a brief illness, leaving behind his wife Rosie, four children and many friends.

A familiar sight on our television every night (Marshall was a news anchor and weatherman with KGO for 21 years) and on the Bay each weekend with his blue Newport 30 *Roquefort*, Bob was a person who everyone knew and liked. All of us at *Latitude* have fond memories of him:

of how he gave our then-new magazine an unsolicited plug on his newscast back in 1977, of racing with him in the ocean on *Roquefort*, of competing against him in various midwinters ("Hey, Bob! What's the weather gonna do? . . . he'd pull his pipe out of his mouth, give us an exaggerated shrug, and we'd all laugh), of having a beer with him at the bar afterwards. We, and a lot of other people, will miss him.

Donations in Marshall's memory may be made to the American Cancer Society or the junior sailing program at the Sausalito Cruising Club, of which of Bob was a former commodore.

Public service announcement.

The Morro Bay Police Department is investigating an alleged employee theft/embezzlement from Central Coast Sailmakers. If anyone has purchased goods or services from these folks between July and October of 1991, and were told to make the checks payable to other than Central Coast Sailmakers, please contact Detective John Gajdos at (805) 772-6225 or fax (805) 772-2224.

Return of the hoses?

According to a notice in the latest Marin Municipal Water District bills, "The MMWD Board of Directors recently voted to revise certain prohibited uses of water under the current 25% voluntary rationing plan. These revisions include the following: the washing of vehicles and boats with a hose equipped with an automatic shut-off nozzle is allowed (the use of a bucket is no longer required). . . ." Be sure and check local regulations in your county before following suit.

Are you listening, Mom?

The old 'don't swim right after you eat because you'll get stomach cramps and die' line endures. This despite the fact that there has yet to be a single documented case of drowning that resulted from swimming on a full stomach. According to a book called *You Know What They Say . . . The Truth About Popular Beliefs* (Alfie Cohn, 1990), none other than the Red Cross started the myth 50 years ago in a water safety booklet. The truth: engaging in any strenuous physical activity right after eating can cause discomfort, but stomach cramps and death? Not likely.

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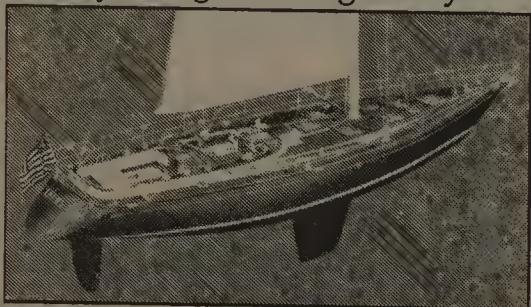
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LOOSE LIPS

Elvis is not dead!

And neither is our 'Sale Boat of the Month' feature, wherein we take time to congratulate the owners of a newly acquired boat and



find out what their plans for her are. This time, kudos go out to **Jeff and Janet Van Klompenburg**, of Mill Valley, proud new owners of the 42-ft *Halcyon*. The boat has an interesting local history. It's one of two Garden Porpoise ketches built side by side in San Francisco by Roger Fleck and Kellogg Fleming for their own use. The story goes that between the laying of the keels in 1968 and 1976, both boats were built identically, with no expense spared on their traditional plank-on-frame construction. When it came time to decide which man got which boat, the builders just flipped a coin. Fleck named his boat *Halcyon*, Fleming's was *Swan*. From there until launch in 1977, both men personalized the two boats to their own tastes.

Jeff and Janet report the boat has been beautifully maintained, and part of their plans are to keep up that tradition. "We love to do maintenance," Janet says. When they're not varnishing brightwork and polishing brass, look for *Halcyon* daysailing the Bay and doing coastal and Delta cruising.

New 'Bird' for the Coast Guard.

Coast Guard Air Station San Francisco celebrated its 50th anniversary (and the 75th anniversary of Coast Guard aviation) October 11 at San Francisco airport by introducing the service's new Sikorsky HH-60J 'Jayhawk' helicopter. Starting in January, 35 Jayhawks — including three in the Bay Area — will enter service at seven Coast Guard stations around the country, eventually phasing out the HH3F 'Pelicans' currently in use. Although they don't have the range or water-landing capability of the Pelicans, the new Jayhawks have about the same carrying capacity and are faster. Sikorsky helicopters have played a vital role in Coast Guard search and rescue work — over the past 50 years, more than 250 of them in eight different models have saved more than 56,000 lives.

Nowhere to go but up.

In 1983, Alan Bond was on top of the world. His *Australia II* with her then-radical winged keel had just wrested the America's Cup away from our shores for the first time in 132 years. Bondy's face became familiar around the sailing world and in Australia he was a national hero.

In 1991, Bond is financially a broken man. (He's not alone. According to an article last month in *The Wall Street Journal*, erstwhile Aussie entrepreneurs of the 'frenzied credit courtship of the '80s' have stuck taxpayers with more than \$1.25 billion in shaky loans — in Victoria alone!). Creditors have stripped him of just about everything they could lay their hands on, including his boats, all but two of his Bond Corp. companies and his Van Gogh painting 'Irises' (which became the world's most expensive painting in 1987 when Bondy paid \$53.9 million for it). At one meeting they even asked him for his Rolex watch! He refused. Things apparently reached such a low point on September 26 — the eighth anniversary of his America's Cup victory — that he got involved in a high speed chase through downtown Perth to avoid being served yet another bankruptcy notice.

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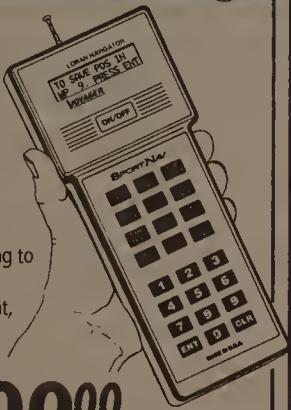
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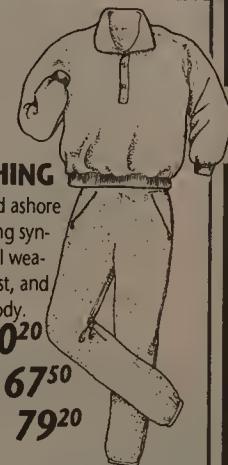


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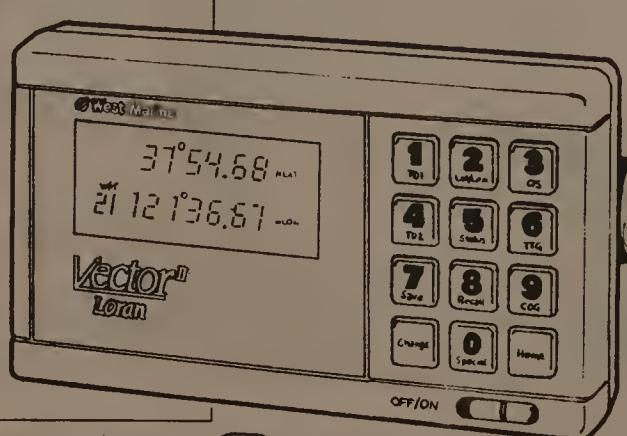
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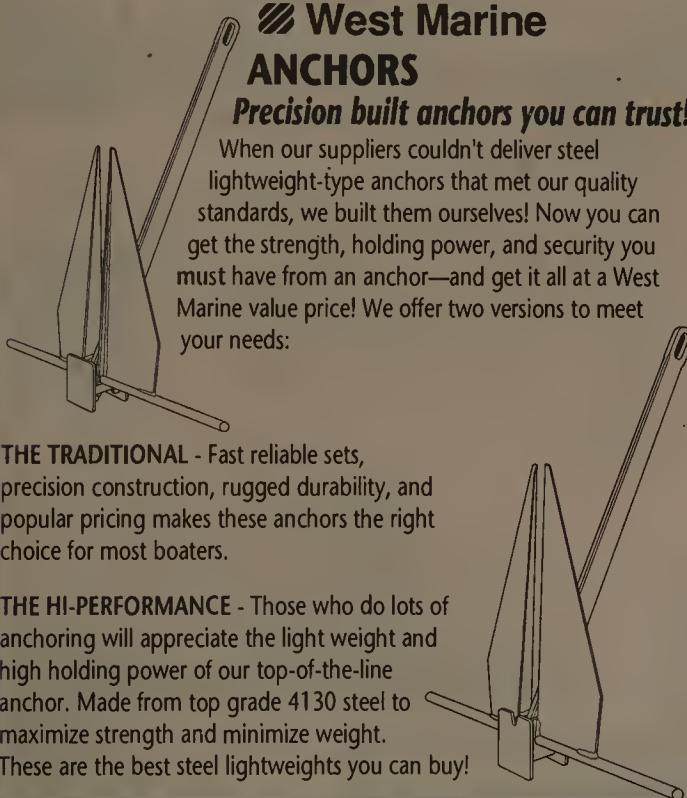


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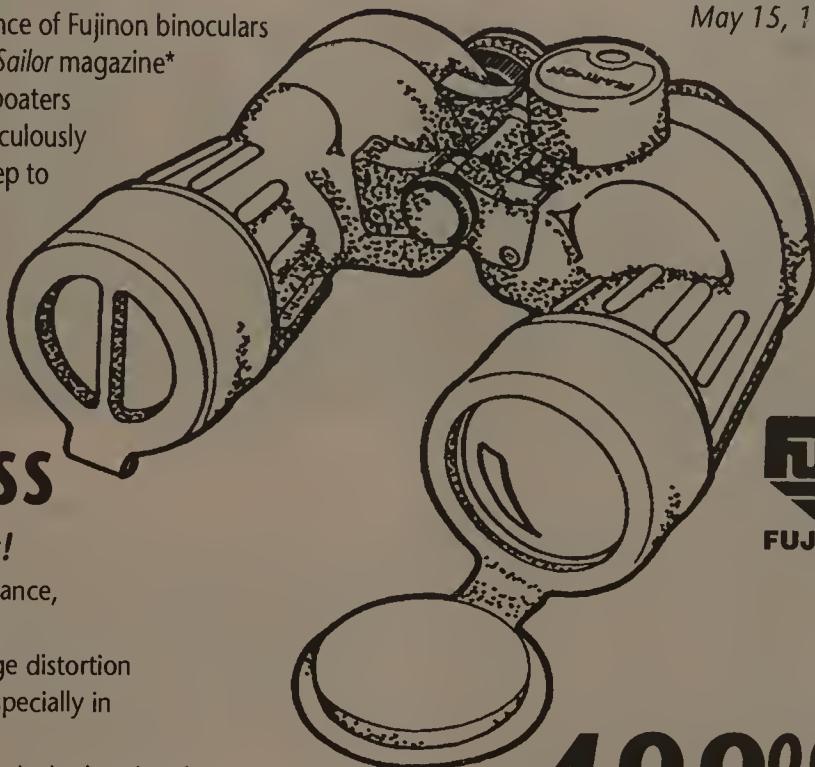
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* April and May, 1990 *Practical Sailor*

-*Practical Sailor*
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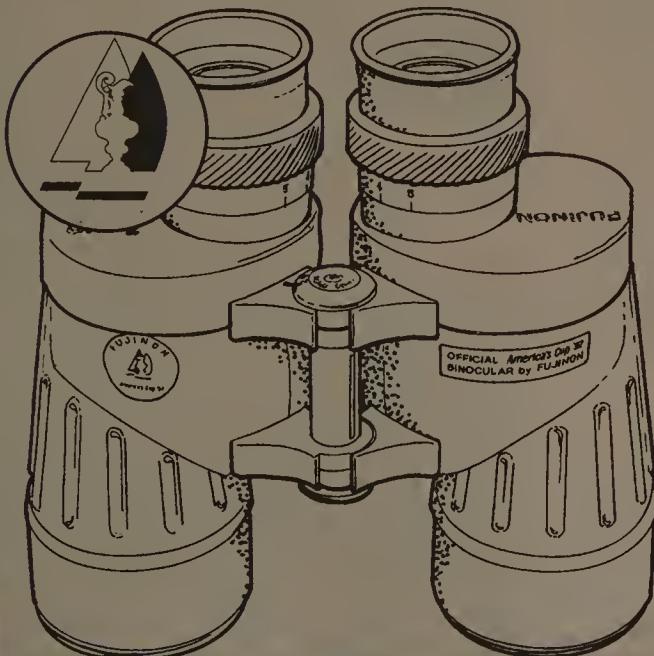
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SIGHTINGS

something old, something new

Two very important launchings took place in Sausalito in October. A large part of the importance comes from the fact that both boats are based on traditional designs, and both were built locally. Both are also being looked



'Gaslight' touches down.

upon by the old guard as a barometer of 'old' Sausalito waterfront. Opinions varied widely as to whether the launches of the scow schooner *Gaslight*, on October 1, and the gaff schooner *Elizabeth Muir*, on October 19, represented the continuation or the end of the 'old' Sausalito waterfront.

But that latter weighty subject is grist for another time. For spirits could not have been higher as two of the loveliest traditional sailboats to enter our local waters in years were celebrated by friends, family and the traditional wooden boat faithful. Both boats will see expanded coverage between these pages when they're finally sailing. For now, here's a quick look at the boats, their owners and a bit of their significance.

Gaslight

Billy Martinelli is liked and respected by just about everyone who knows him. A member of the Waterfront 'inner circle' for about the last 20 years, he runs a shop which specializes in repair and upkeep of traditional wooden boats. When it came time for one of his own, it seemed a bit out of character at first that he should choose to build it of steel. But as Bill points out, the economics of the project made the choice for him — the wood alone to build *Gaslight* would have cost as much as the completed boat in steel.

Herb Madden donated the space for the project, and *Gaslight*'s keel was laid near Edgewater Yachts — the site of the old Madden and Louis shipyard — in July of 1990. In the 14 months since, passersby on Bridgeway have been treated to a little of how it used to be in Sausalito: a traditional scow schooner being built right before their eyes.

Gaslight, which is named for an 1874 scow schooner, is the first such vessel to be built in Sausalito since 1905. Although scows exist in other parts of the country, the San Francisco scow schooner is indigenous to Northern California. The seagoing trucks of another era, the scows ferried all manner of cargos around the Bay in the days before roads and bridges. Billy hopes the new *Gaslight* will also be 'commercially' viable — in the daysailing and charter trade.

The boat has been a completely Northern California project. Billy constructed a model of what he envisioned, Alameda naval architect Carl Schumacher did the design, Sausalito's Albert Merrifield did the lion's share of the welding, Harold Sommer donated the engine, Joe at the Arquez Shipyard donated an original anchor — the list goes on and on. Even the steel came from a Petaluma company that supplied fittings for the original scows!

Karl Kortum, chief curator of the San Francisco National Maritime Museum, was scheduled to give the invocation at the launching. Health problems prevented him from attending in person, but he was there in word and spirit:

Greetings to all who have come to this momentous event.

continued next sightings page

variety is

Turn the page for a second, then come back. All the photos on those next two Sightings pages were taken on one finger of one dock. We were just goof . . . er, we mean, conducting a deep-cover investigation . . . when it occurred to us that hardly any two boats on the whole thing were tied up the same way. (We also noticed that not a single one had User Fee stickers, but that's another story.) It got us to reflecting on how much you can tell about an owner's personality by the way he secures his boat to the dock. Of course, it also got us to wondering which are the best and worst ways to secure



the splice

a boat to those little ring thingies.

Then we figured you armchair bucko mates out in readerland might like a shot at it, too. So whaddya think — which of these guys would readers do best to emulate? Which would get laughed off 'Knots Landing'? Is there a better way that's not represented here? There's a T-shirt in it for the one(s) with the best answers. Unsure of yourself and need extra credit? Try these: 1) Is there one best way to attach your boat to a dock using rings? 2) Is it better to leave lines on the dock when you go out or take

continued middle of next sightings page

something new — cont'd

Billy Martinelli gives us old timers hope for the future.

He told me one time that he had been playing Murph the Surf, the good life on the sunshine beaches of Southern California... the blond beach boy, lazy days. I am not quite sure what percentage of such time goes to conquering the surf and what part to conquering the sand — and other conquests. I have only a general idea about this field of marine endeavor.

In any case, Billy felt that it wasn't enough. Life must hold more. With wisdom beyond his years, he chucked it all and headed for Northern California.

About this time Harold Sommer, the raking masts of whose magnificent restoration, the German pilot schooner Wander Bird, can be seen a little far-

continued next sightings page



Above, Billy. Below, Nancy Olmsted did the honors.



SIGHTINGS

something new — cont'd

farther along the Sausalito waterfront, was temporarily out of a job. He makes his living as a tugboat captain and his union was striking Crowley. As director of the San Francisco Maritime Museum, I gave him a job — manager of our full-rigged ship Balclutha, then located at Pier 43.

Harold, the king of ship restorers on San Francisco Bay, energetically set about bringing Balclutha up to the high standards he was later to achieve when he brought *Wander Bird* back from living death.

Now we pan the camera down to a blond beach boy on the pier, contemplating the magnificent full-rigged ship Balclutha, then at Fisherman's Wharf. Is this reality? Is this what Martinelli has been seeking in life? Brookes Townes describes his arrival: "Billy drove up in a faded blue pickup truck with tools, surfboard and a dog in the back and said he wanted a job."

Townes and Rich Childress were now, in succession, managers of the ship. The strike had been settled and Harold had gone back to work at Red Stack. Nevertheless, he dropped around once a week or so after work to check on progress. Townes introduced Harold to Billy.

He gets a gruff reception. Harold isn't much on beach boys.

Billy goes over to his truck and pulls out a handmade wooden bucket. A point of pride. Harold picks up the bucket and turns it over in his hands.

"Pretty good," he says. "You make it?"

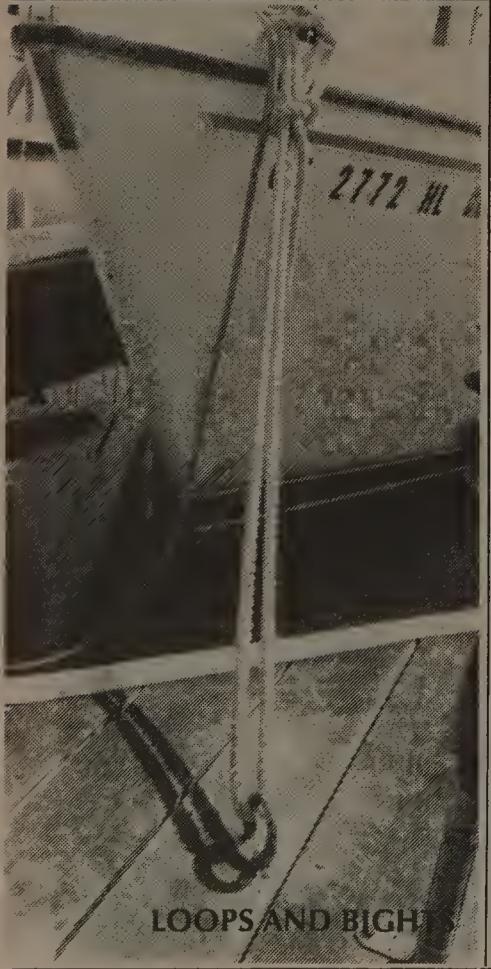
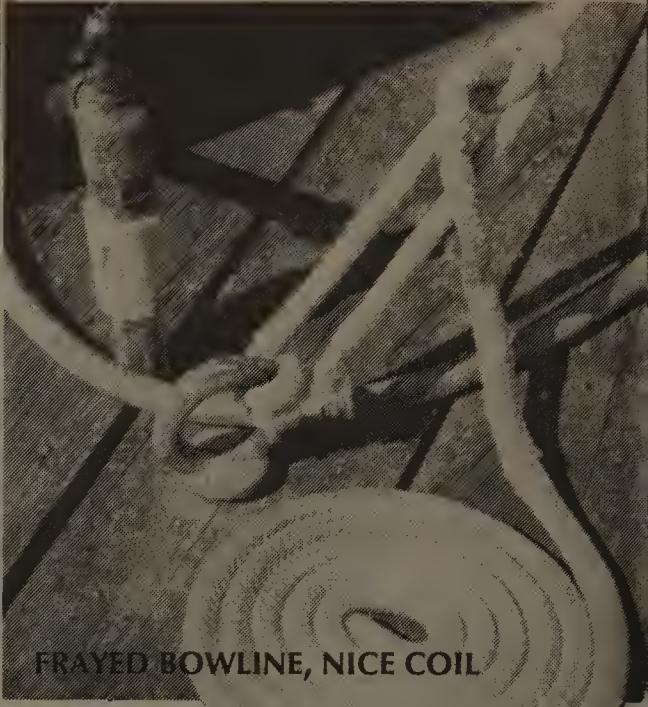
"I made it," says Billy.

continued next sightings page

variety

them with you? 3) What the heck is the correct name for those ring thingamabobs, anyway? 4) Would cleats be better or stronger than rings?

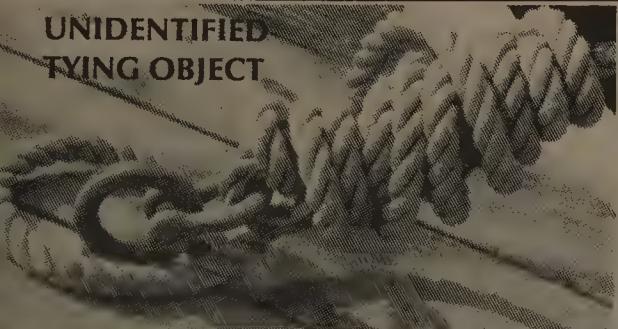
Our own opinions and the winners next month. In the meantime, we hope this exercise has made you think of your own boat. Whether you're planning to do much sailing over the winter or not, why not make it a point to go down soon and double-check your own tie-up situation. If the meteorol-



— cont'd

ogists are right for a change, we could have a winter that's hell on docklines. Now might be the ideal time to end-for-end or renew docklines (no old sheets, please!), fenders, spring lines and the like. If you're only a fair weather sailor and don't plan to use the boat much, get the sails and cushions off and store them at home in the garage. It'll prevent unsightly mildew from going crazy if the rains really do come back.

UNIDENTIFIED TYING OBJECT



EYE SPLICE



something new — cont'd

Billy doesn't know it, but he's just passed his SAT in one of the tougher universities.

He becomes one of the inner circle, the privileged learners, as Harold decides on a one-man (with friends) rebuilding of the mastless, no-hope hulk called Wander Bird. The original idea was to create little more than a shipshape floating home for Harold's new bride, Anna. But with the energetic Billy and his tool box on board, the vision expanded to include new masts, sails — and to see the vessel sailing again.

"I was going to town," says Billy. "If I was tearing out a section of rotted bulwarks, as long as I kept finding rot, I kept tearing. Sometimes it was maybe farther than Harold intended. He'd come back from work and say, 'I can't keep up with you, Bill. I can't even afford the materials.'"

But as we all know, they were somehow always found. It went on for more than 10 years. Like any member of a student body, Billy wasn't paid. He lived aboard. If he was stuck, there was a little expense money up in the box where the chess set was kept. Billy doesn't claim to have done half the work, but he reckons he supplied half the enthusiasm in the famous restoration.

It was at Harold's university, where the best of the maritime past saw daily discussion, that Billy learned the importance of the scow schooner, a San Francisco tradition to parallel our famous cable cars. Harold is a man who mourned for a month some years ago when they modernized the label on the

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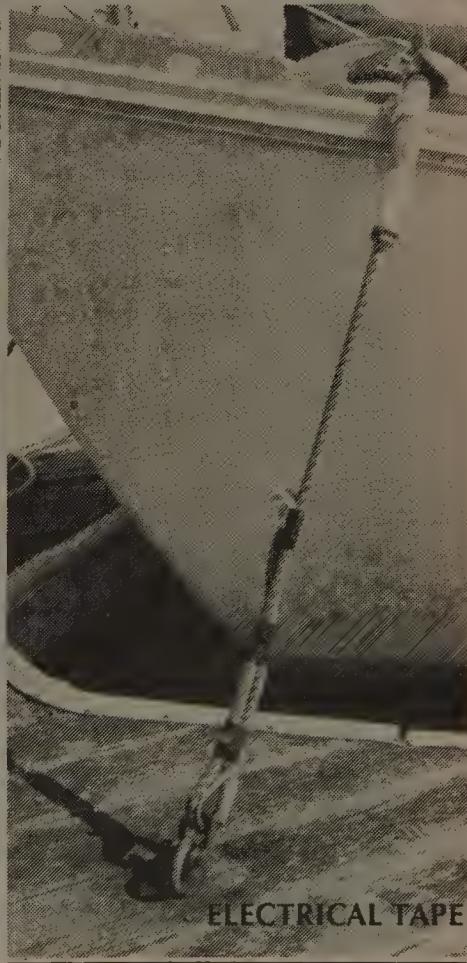
SPRING & RING



OVERKILL



KNOT



ELECTRICAL TAPE

SIGHTINGS

something new — cont'd

Brilliantshine can. (He was right, of course; I imagine the manufacturers now realize it was a mistake.) An antiquarian of the first order. An antiquarian who can use his hands.

Billy was a talented student and he has a go-ahead streak in him that finds this group gathered today before his creation. Build a scow schooner! What enterprise. With the exception of the C.L. Arques, a beautiful example of the type built right here in Sausalito in the 1930s, but never intended to hoist sail, there has been no serious attempt on the type since Matilda in 1905. (The Arques, still afloat as a crane barge in Los Angeles, was a motor vessel.) The Matilda used to come up the Petaluma River during the Depression, still well kept and rigging tarred, under a Capt. Olson when I was a boy in that town. She is one of the things that got me started . . . but that is a different story.

Hail to Billy Martinelli for keeping the tradition alive!

Gaslight is 50 feet on deck. When rigged, she'll be 78 feet from the tip of the bowsprit to the end of the main boom, 19 feet wide, and will draw 7 feet

continued next sightings page

too good for

As regular readers know, we're not big on book reviews. However, every once in a while a book comes along that almost defies us to ignore it. *Pacific Legacy — A Century of Maritime Photography 1850-1950* (Chronicle Books, 1991, \$35) is such a book. Between its covers, author Wayne Bonnett (who also put designed *Sausalito: Moments in Time* with author Jack Tracy) has compiled 132 of the finest historical photos from the archives of the San Francisco Maritime National Historical Park that we've ever seen.

To be perfectly honest, we didn't read hardly any of the text in the few days we had our review issue. We were much too absorb-



the coffee table

ed by the exquisitely reproduced photos — and spent hours trying to juxtapose photos of the Bay area as it looked then with how it looks now: A boatyard at Steamboat Point in Tiburon in 1866; Gold Rush ships in Yerba Buena Cove in 1851; the pre-bridge Golden Gate and Cliff House (taken from Ocean Beach) in 1890; the pre-'White House' Corinthian YC as it appeared in 1911; the Alaska Packers fleet laid up at Alameda in 1920; the *U.S.S. Constitution* ('Old Ironsides') tied up at Fisherman's Wharf in 1933 — the list could go on and on. For anyone with a shred of historical consciousness for the rich maritime heritage of our area, it is

continued middle of next sightings page



JOHN SKORIAK

something new — cont'd

with her massive steel centerboard down. Essentially a 'bare hull' at this point, Billy's woodworking skills will take center stage from here on out. He hopes to have her traditionally-laid fir deck and cabin on by next spring. Then comes



LATITUDE/R

It was a long time coming for (l to r) Liz and Babe Lamerdin and John Linderman, but on October 19, 'Elizabeth Muir' (left) finally had her big debut.

the interior and rig. If all goes as planned — and Billy's kept amazingly close to his schedule so far — *Gaslight* could take her maiden sail by late next year.

Elizabeth Muir

Good things, they say, come to those who wait. From a completely self-centered point of view, that's certainly the case with *Elizabeth Muir*. We've wanted to do some sort of piece on this boat for years. But owner Babe Lamerdin was more interested in building her than talking to cub reporters. And we can respect that. Besides, the building site up in Bolinas Bay was enough off the beaten track that we didn't push the issue — at least, not beyond pestering his wife Liz at her Sausalito workplace to 'keep us informed.'

Few of the hundred or more people who were at her October 19 christening will deny this is a boat that was well worth waiting for. Built to a 1929 Eldridge McGinnis design, *Elizabeth Muir* has been a labor of love for Babe, 69, and his friend, mentor and "spark plug for the project," master shipwright John Linderman, 82. For the last 12 years, the two of them have spent virtually every weekend building the boat by the traditional plank-on-frame method.

"You might call this the ultimate backyard boat," says Babe, when we asked how this project relates to the vanishing art of traditional boatbuilding in Northern California. "One of the problems with this type of construction is that, to have a yard build a boat like this today would be terribly, terribly expensive. That's at least one of the reasons you don't see so much of it anymore. But Ed Letter gave us a little piece of the yard at Bolinas Marine and I just put money into the boat as I went along."

Babe chose the 48 LOD design because he once owned an Eastward schooner, as they were known way back when. "They built six of them in the '30s, and they quickly developed a reputation as good boats," he says. A touch more notoriety was added through a famous owner of the time, General George Patton. Anyway, Babe bought one right after the war, sailed it locally for several years and, like so many of us, wished he'd never let it go.

Now he's gone one step better — a new and definitely improved version. Unlike the originals, which were built to a strict budget, *Elizabeth Muir* (named for his wife) is built of the best materials: vertical grain fir planks over oak frames, with floors, horn timbers and sternpost of Balu. All the deck gear is bronze and monel, including some of the last bronze Barient self-tailing winches stocked by the company. (They're now custom-order items.)

Like *Gaslight*, *Elizabeth Muir* has a ways to go before she's done and sailing — engine hookups, plumbing, wiring, sails, cushions, main galley table and so on. If all goes well, she should be sailing by spring.

missing boat, missing cruisers

The Westsail 32 *Canary*, with two Bay Area sailors aboard, is missing. Pending further developments, the official Coast Guard search for them is over. The Coasties, and the families, now ask if anyone reading this can help.



Canary, a white 32 with blue trim, was supposed to have left Cabo San Lucas on June 21. She was supposed to be back in San Diego in early July, as owners Jean and Warren Chandler were expected at a family reunion in the Bay Area on the fourth of July. Needless to say, they never showed up at the reunion or in San Diego.

"At the request of authorities, I recently started opening my daughter's mail and found a credit card receipt from the Giggling Marlin dated July 9," says Vivian Bess of Auburn. "At that time, I felt relieved. I thought maybe they'd stayed to see the eclipse or something."

Bess has played many such scenarios through her mind in the days since, and few of them sound plausible any more. "It's not at all like Jean or my son-in-law to have stayed out of contact for this long," she says.

Bess is offering a \$2,500 reward for any information about the Chandlers. If you know of their whereabouts, please contact her (at 916-885-6718) and the Coast Guard immediately.

proud mary

Amid the lithe speedsters that line the docks at Santa Cruz Harbor is a stout and curious little boat — and a most unusual skipper. *Agua Allegre* is a 36-ft Angleman sloop, built of plywood in 1957. Mary Duffield is a diminutive 75-year-old who speaks like it's 1969 and John is still in bed with Yoko. For the last 23 years, the two of them have introduced hundreds of school children to sailing and ecology, and brought together thousands more kids through Ham radio networks.

"In the classroom it's very hard to open kids up to the same depths as you can on a boat," she says. "But when we're sitting at anchor, the sun is going down and someone is playing a guitar, they can get a totally new and miraculous sense of themselves." Although most sailing is done in local Monterey Bay waters, she's also made four trips south of the border — including one 18-month cruise with a rotating group of school children from Central America and the Panama Canal to Venezuela.

"A lot of this gray hair came from that cruise," deadpans Mary, who has spent most of her adult life educating children. "But seriously, when you sail into a port with a bunch of children aboard, you almost always get a tremendously positive reception. You can't imagine how well we were received!" The Ham proved an invaluable asset in the success of the cruises, she adds. "It's easier than you might think to keep the crew from getting homesick (and parents from worrying too much). Every night, each child would talk to his family over the radio."

Even more fascinating is the story of how this longtime pacifist and Quaker came to found the Redwood Youth Foundation.

"My father was a Southern Baptist minister who felt the more communists you could kill before lunch, the safer we'd all be," she says. Graduating from UC Berkeley in 1940, she visited Hitler's Germany on a scholarship and came

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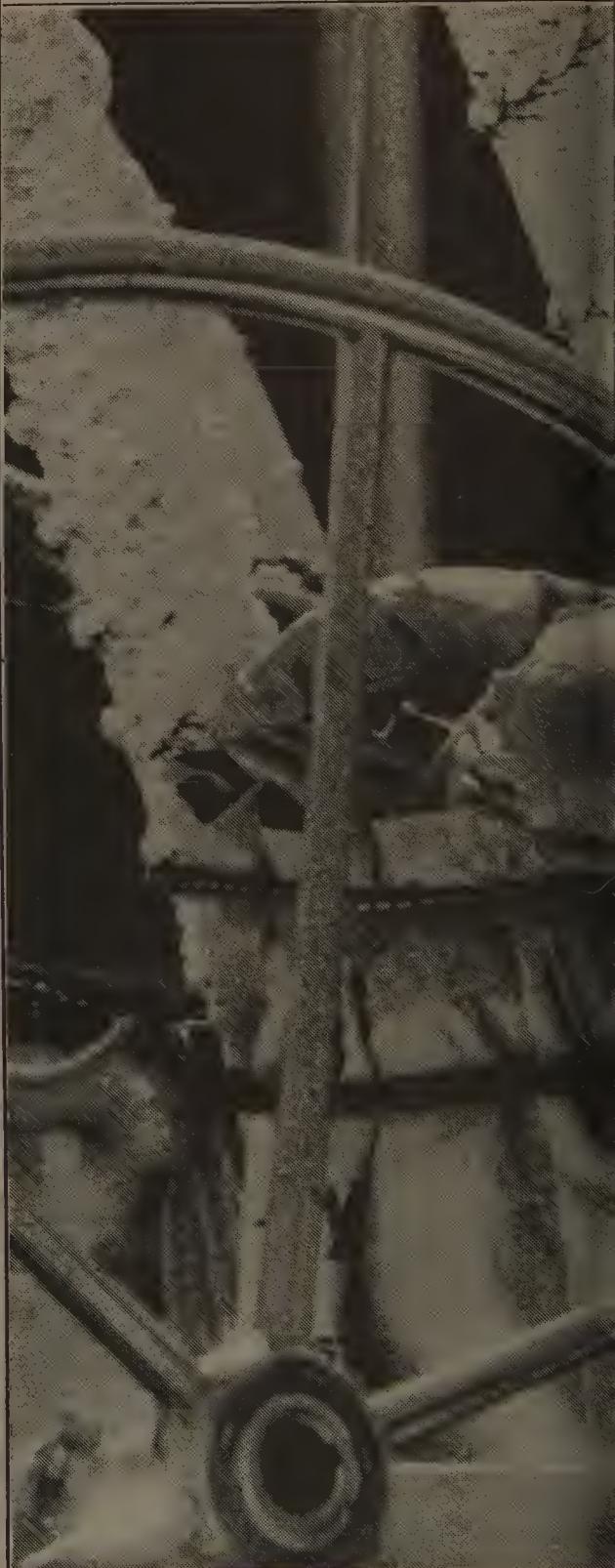
too good

160 pages and many hours of fascination.

If you want to take a look for yourself, the book is now on bookstore shelves around the Bay Area. You're also invited to meet Wayne Bonnett at the Armchair Sailor Book-

red october

What happened in the Oakland Hills in late October needs no elaboration, no exaggeration. More than 3,500 homes destroyed. More than 5,000 people left homeless.



— cont'd

store in Sausalito on Wednesday, November 13, between 5 and 7:30 p.m. Reservations are not required but please call if you're planning to attend (332-7505), as these things sometimes get pretty crowded.

— an editorial

Twenty-four confirmed dead. A handful still missing. Damage estimated at \$2 billion. And at this writing, it's not even out yet. On

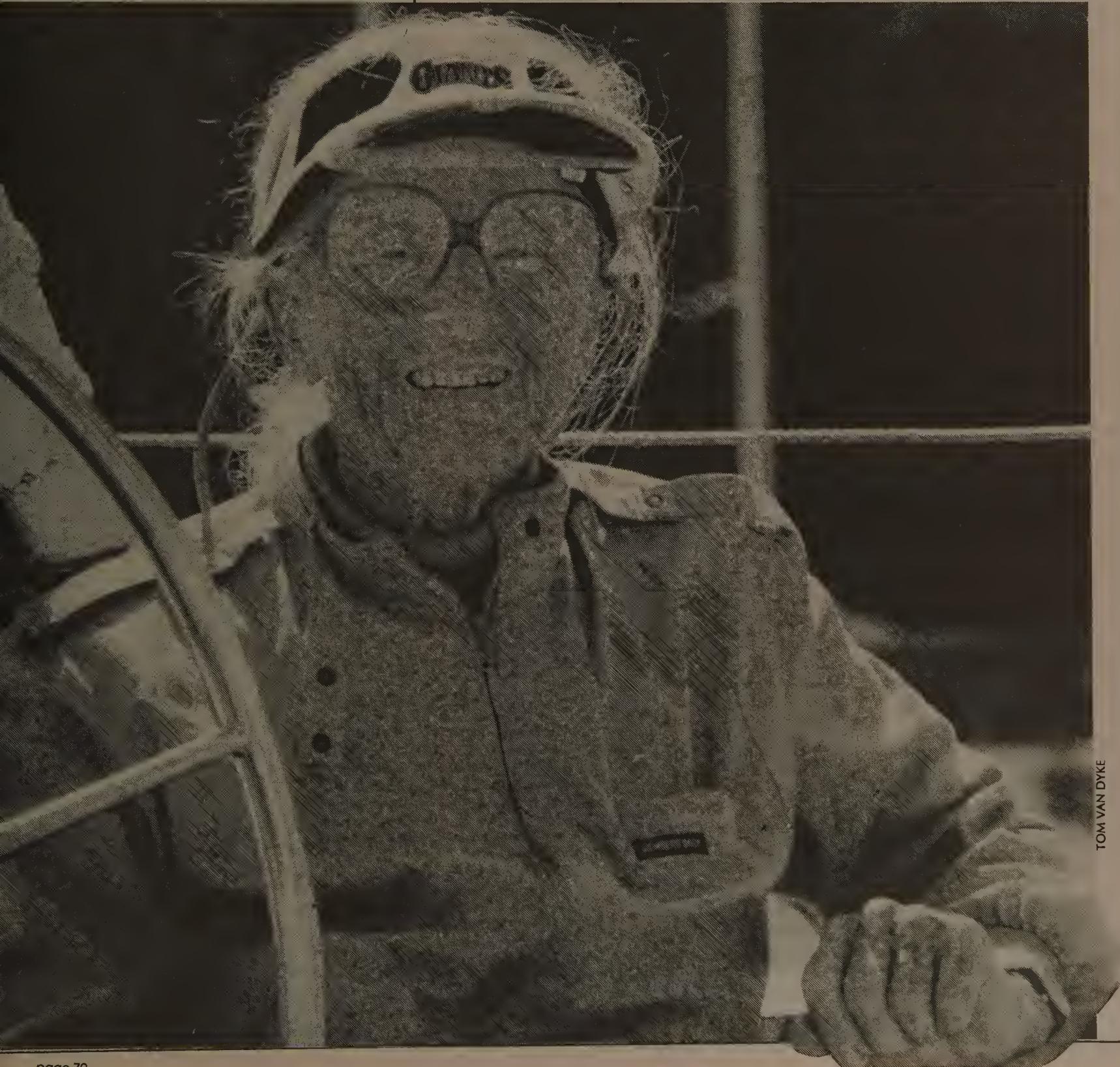
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proud mary — cont'd

back with a story of horror at what she saw coming. Back home, she took part in protesting Nazi ships that docked here before the war.

Graduating with a masters degree in linguistics from UCLA in 1944, Mary homesteaded for a time in Alaska with her husband and young son. Four years later, a fierce storm known as a 'williwaw' destroyed their home. Happily for Northern Californians, they decided to move back to the lower 48. They settled in Santa Cruz where Mary taught high school English for the next 20 years—and developed some strong opinions about civil rights and ecology. She endured more than a few dismissals for things like refusing to sign a loyalty oath, so popular in the 1950's. That resulted in her being branded "an obvious communist" and shown the door. A notice Mary posted for a UNESCO club meeting on campus got her fired at another school. And yet

continued next sightings page



proud mary — cont'd

another time a mass media class she taught inspired the wrath of local businesses when the students surreptitiously plugged a pipeline dumping industrial waste into the ocean — then filmed plant workers rushing like mad to clear the obstruction before it back-flowed into the plant!

After retirement from teaching in 1968, Mary came to the conclusion that, although her energies had been spent in the right direction, her manner had been too adversarial. "I was an anti-person, anti-war, anti-big government . . . I felt like a bird flailing my wings against the sides of a cage." She decided to take a less strident approach.

Recently widowed and with her own children gone away to college, Mary decided to move aboard a sailboat. "I've always loved the sea," she says, "and the idea of living aboard has always appealed to me." She found *Agua Allegre* in Moss Landing. Although not the easiest boat to singlehand, the price was right and "Angleman is famous for making boats that are safe, seaworthy and seakindly," she says.

Mary, whose son taught her to sail years ago — "He kept a 22-footer on the Santa Cruz pier before the harbor was made" — began taking kids out "from the time I trusted myself with the boat." From the beginning, *Agua* was a floating classroom. She founded a loose association she called "Planetary Citizen" which encouraged ecological awareness as well as seamanship skills.

One day, she came down to the boat to find a big, black box. "It was a Ham radio that had been donated by the local Lions Club," she says. Now, in school, I'd flunked math, flunked chemistry and knew better than to take physics. But I started studying the radio grimly and the magic and the poetry started to unfold." She saw the technology as a vehicle that could take her and her students' mission well beyond the friendly confines of *Agua Allegre*.

The catalyst for her plan was Ben Deovelt, a San Francisco sailor and Ham whom Mary 'met' over the airwaves a year or so after getting her amateur license. Deovelt, who once sailed solo to Tahiti, was thrilled to learn about Mary and her sea-bound mission. "The minute he heard about kids on a sailboat with a lady sailor, he came down with a pickup truck full of about \$500 in radio gear he'd bought used and set us up!" To date, Deovelt has donated some \$20,000 worth of equipment. And the Redwood Youth Foundation, as it was renamed, has grown to include a fleet of four volunteer vessels, all dedicated to encouraging awareness of "Spaceship Earth" through both sailing and amateur radio skills.

RYF has accomplished much in the years since then, including (via an electronic mail campaign) getting a New York school site declared unsafe because of contaminated drinking water — and the school moved! But perhaps one of the most telling testaments to Mary's work occurred in the early 1980s. John Kummel, a former student who had earned his Ham license through Mary's program, was on station as a Coast Guardsman the night an ocean liner went down off the coast of Alaska. He was the only one of many Coast Guard radio operators able to quickly and correctly decode Morse code messages being pounded out by the ship's radioman from a lifeboat while the ship slipped beneath the surface. Some 500 people were saved by his expertise. Kummel was honored for the feat and now is a top expert planning worldwide search and rescue radio communications.

Sitting around *Agua*'s spacious cockpit, it seems the tales could go on indefinitely. But Mary's not much for dwelling in the past. As for the future, she says, it's about time for a change.

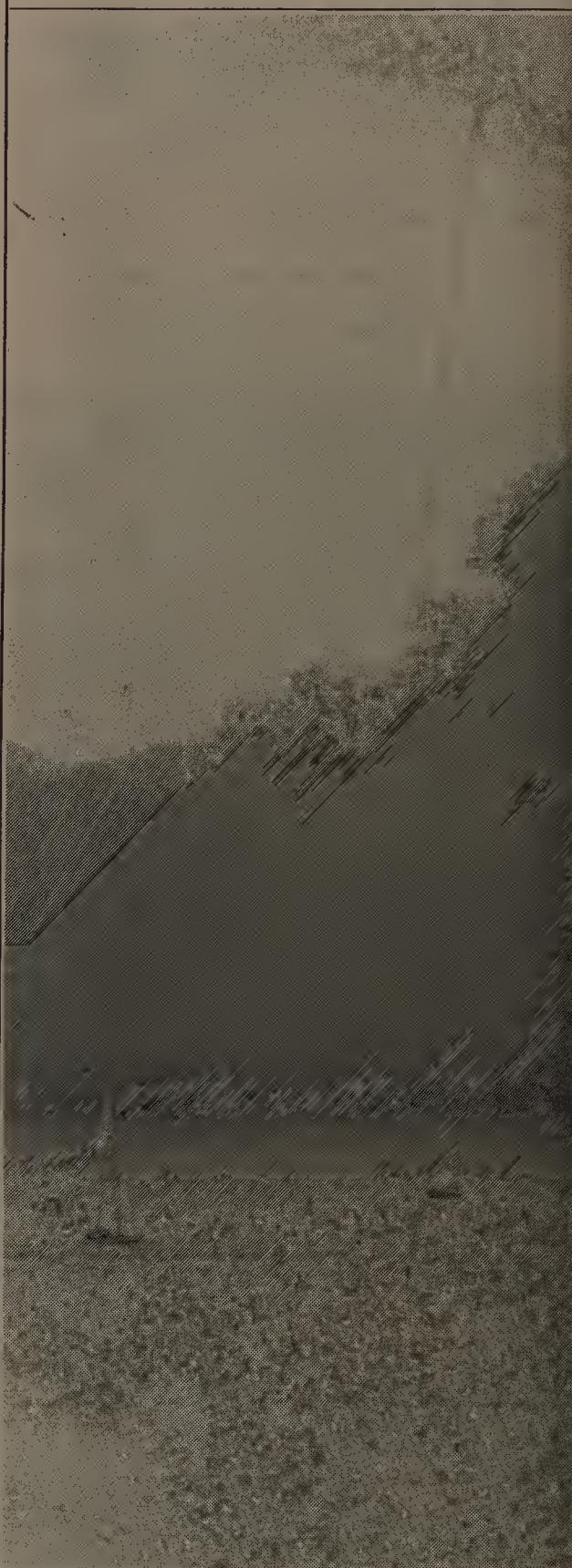
"You wake up one day at 75 and realize you're biodegradable," she says. And so she's donating *Agua Allegre* to the local chapter of the Sea Scouts. Characteristically, Mary is looking upon the transition more as a new beginning than the end of an era. She'll keep busy coordinating international radio networks with local schools. "Eventually, we hope to be able to transmit entire documents using digital radio," she says, adding, "The airwaves are the last bastion of freedom the money-grubbers (read, 'the telephone companies') haven't gotten their hands on."

Agua Allegre will also continue her work — educating youth in the ways of the seas. "Sea scouting is co-educational," says an official of the organization who dropped by during this interview. "And there's as much opportunity for females as there is for males."

"Right on!" says Mary.

— tom van dyke

red october

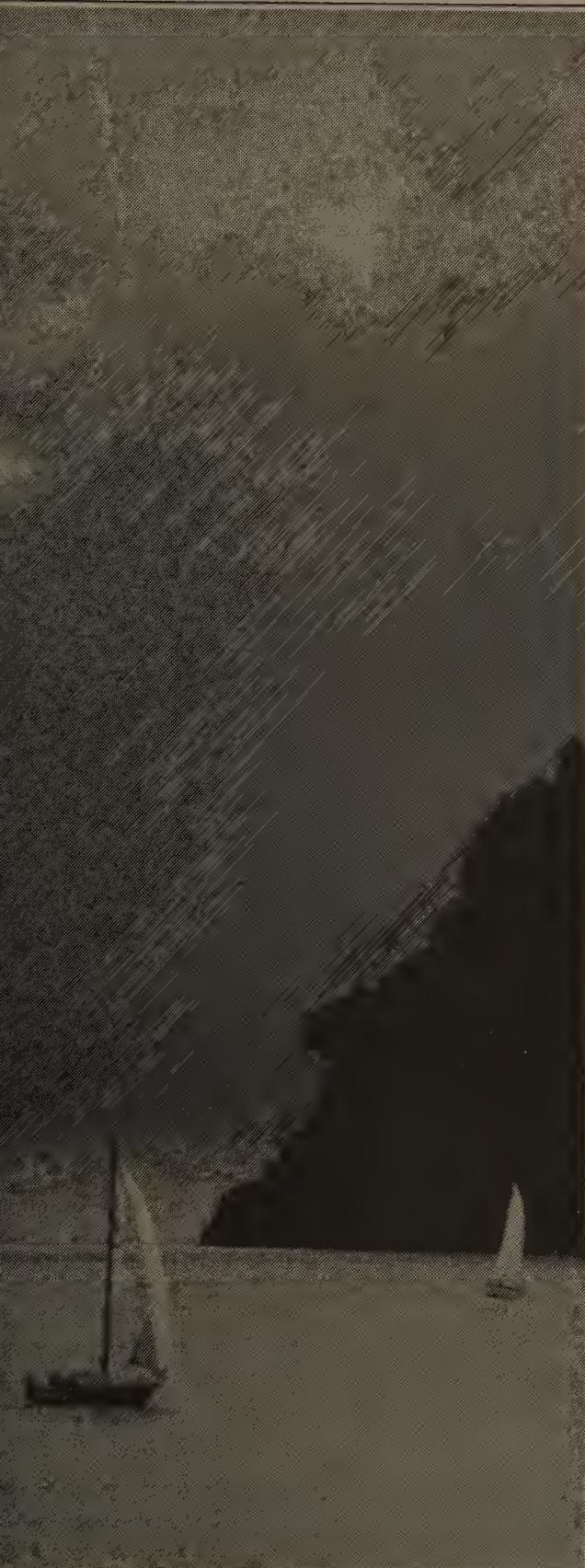


observed only days earlier.

As part of the ripple effect, East Bay marinas have seen large influxes of berthers moving aboard their boats. With fire officials so far allowing very limited access to displaced people wanting to check out what's left of their homes, some fire-caused liveaboards may be there for a while.

But this is not about 'burned out sailors'.

— cont'd



LATITUDE/RICHARD

Yet another recap of who-lost-what is inappropriate in this forum. What happened in Oakland has nothing to do with sailing and everything to do with the things that really matter in life: people and families and the human spirit. We wish the local media would pause long enough to realize that. Or are we the only ones who find their merciless pred-

continued middle of next sightings page

manifestly unsafe voyage

It's been a while since we've heard that phraseology around here. We believe the last time was several years ago when some local guy planned to try sailing a Hobie Cat to Hawaii. From here. The Coast Guard classified the proposed stunt a 'manifestly unsafe voyage' and didn't let him go.

Another 'manifestly unsafe voyage' notice was issued last month. And it was our doing. But before we get into what it was all about, we'd like to say for the record that *Latitude 38* always has and always will support safe and sensible cruising. Some of our favorite types of stories in the world are those announcing the upcoming departure of some individual or couple who have scrimped, saved, sacrificed and planned for years and are finally about to make the dream — The Big Cruise — become reality.

So when we got the call that Joe (not his real name) was departing for Hawaii and the South Pacific within the week, we made immediate plans to go down, have a chat and give him a proper *Latitude* send-off.

What we found was an enthusiastic, articulate man in his early 40s. He had designed and built his own boat over the past three years in his garage in Arizona. And he was completely unclear on the concept.

His 'boat', *Signal of Peace*, is little more than a 32-foot long hexagonal plywood tube that tapers down in front to a salad bowl-size nose. In fact, the nose is a salad bowl, a K-Mart item Joe claims to have paid only \$2.98 for. The original mast was a \$7.50 fence post from Home Depot. During sea trials a year or so ago, that and the rudder gave trouble, so he replaced them both. The 10 to 12-ft mast and 6-ft boom are now made of welded aluminum tubing. The rudder and two leeboards are of steel plate beefed up with angle iron. The ballast is 600 pounds worth of 2½-gallon water jugs tied in the bilge with light twine.

The running rigging is that polypropylene floating stuff like water skiers use, only thinner. There is a tiller aboard, but Joe said he planned to steer most of the time using lines led to the cockpit. Including about a six-month supply of food he's stowed aboard, he reckons the whole boat weighs about 2,000 pounds.

The entire on-board electrical system consists of a solar panel, a battery and running lights. The entire navigational system: a compass. He has no sextant, no charts, no radio, no autopilot, no windvane. When we asked about navigation, he mentioned something about "following the jet stream if I have to and homing in on AM radio signals." Then added, "If I get blown by Hawaii, I won't be upset. I'll hit something sooner or later."

He admits he doesn't know how to sail and has never been out in the ocean. He has had *Signal* out and about the protected waters of the Bay a few times. "Sailing is something I can learn along the way," he says, or words to that effect. To complete the picture, and be as fair as possible, among the few actual marine implements he does have aboard are an EPIRB and a harness, with which he plans to stay attached to the boat at all times when not below.

He also says he'll be leaving on Saturday, four days hence.

Imagine yourself in our shoes for a moment, gentle reader. What would you do? Imagine further that you may be the only one who realizes there might be something 'wrong with this picture' — the local papers blithely report Joe's impending departure as if nothing's out of the ordinary. And they're not the only ones. A boating acquaintance berthed nearby has actually volunteered to tow Joe out the Gate.

What would you have done? Options discussed around our office went something like this: a) Nothing. If he's crazy enough to go, he gets what he deserves. b) Let him down easy. Suggest sailing courses at a local school. Suggest at the very least that he sail outside the Gate on a real boat once or twice, just to 'get a feel' for it. c) Don't let him down easy. Tell him he's nuttier than a fruitcake if he actually believes he's going to make it across an ocean in a not-quite boat with no sailing or navigating experience. d) Alert the media. e) Alert the authorities.

Weil, the media already knew, so forget (d). And (a) was out — we have to sleep at night. And being basically big softies, we didn't have the necessary grit to attempt (c). We actually tried a version of (b) during our interview — suggesting tactfully as possible that he at least seek out a few 'second opinions'. He reacted with comments like, "This boat does everything every know-it-all says it wouldn't do" and "They laughed at Henry Ford, too."

continued next sightings page

unsafe — cont'd

After the interview, we mulled the situation over for a couple days. Maybe all the concern is moot, we thought. He'll go out the Gate, get blown onto Baker Beach, pick up the pieces and go home — end of story. The best-case scenario was the infinitely remote possibility that, through some fluke of wind and wave, he might actually *make* it across the ocean — then go on to write a hugely successful book, sell the movie rights for millions, go on the lecture circuit for \$10,000 a pop and live happily ever after. He might actually win the California Lottery, too.

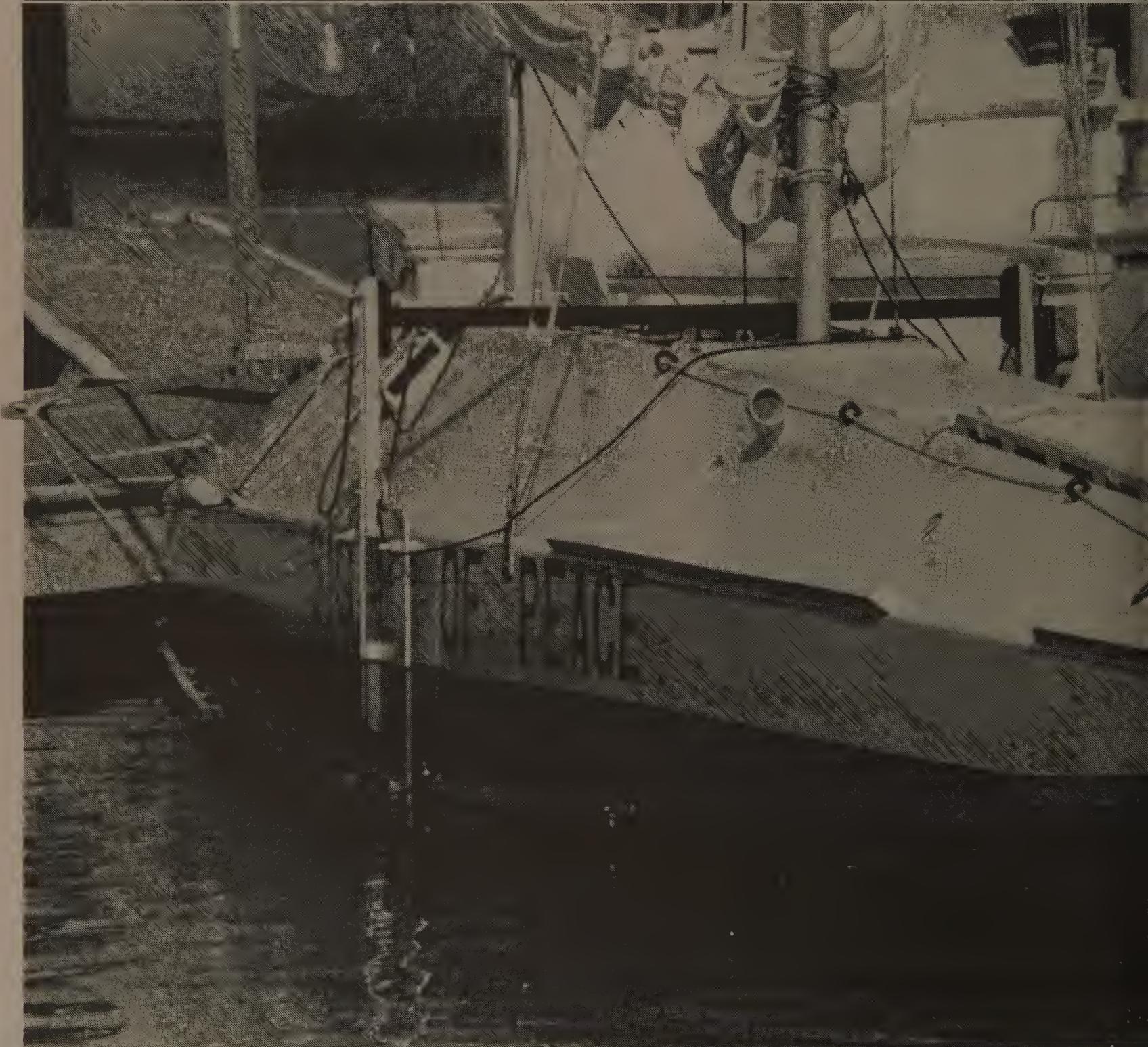
But our mind kept returning to the worst-case end of the spectrum: He gets a little ways offshore, the boat breaks, he needs to get rescued. Even with the EPIRB going, his chances of survival are what, maybe 50-50? Maybe he can batte himself inside the hull, stay dry and await rescue. Maybe he can't. Maybe the boat takes on water. Although we agree with him that it probably won't sink, if it's full of the bone-numbing chill of our coastal waters, it won't

continued next sightings page

red october

tion on people's misfortunes appalling? Enough is enough. Let these people gather up what's left of their lives without having cameras and microphones shoved in their faces every time they turn around.

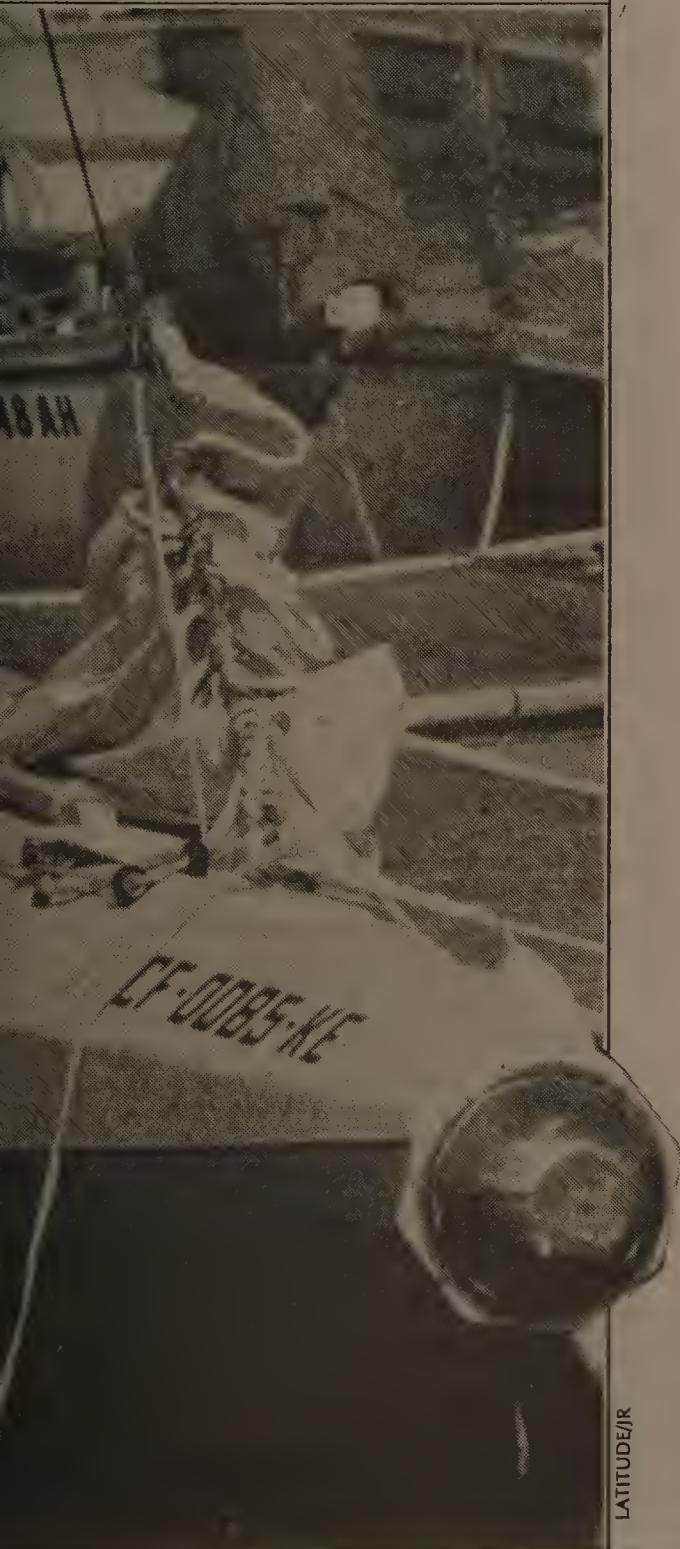
On behalf — we hope — of the entire Bay Area sailing community, our hearts go out to those who lost friends, family and possessions. We urge any readers who feel the need to help out to follow through with those feelings in whatever ways they can: monetary donations to the Red Cross, volunteering at a local shelter — or even getting a food or clothing drive going through their marinas or yacht clubs. We'd be glad to put



— cont'd

the word out on any of the latter. Just let us know.

Finally, and perhaps most importantly, we want publicly to urge the various interest groups involved, both public and private, to look kindly on any new liveaboards caused by the fire. We hope they realize disasters of this magnitude transcend petty BS-like 'live-aboard regulations', and that any folks who need to stay will be welcome to do so for however long it takes. With all that they have gone through in these past four days, the thought of any fire victim being evicted from his or her boat by some overzealous bureaucrat is too repulsive to even contemplate.



LATITUDE/R

unsafe — cont'd

need to. But we're optimists. Let's say he does live to tell the tale. The black mark against sailing and singlehanding would eventually go away, and \$20,000 or \$30,000 of taxpayer expense for the rescue (assuming it's that close to the coast) isn't all that bad.

And then there's the absolutely worst case scenario: A few months after departure, what's left of Joe washes up on a beach somewhere. Or he's simply never heard from again.

Like we said, one of our favorite types of stories are about cruisers going on the Big One. The stories we dislike more than any others are about people who die preventable deaths.

So we called the Coast Guard, explained the situation and suggested that it might be a good idea if one of their boats just happened to be patrolling around the Golden Gate on Saturday morning. If Joe's boat somehow passed Coast Guard muster and was allowed to proceed, we'd wish him well and immediately join the 'Mountains Out of Molehills' Club for obsessive worriers.

The Coasties didn't wait for Saturday. They arrived at *Signal of Peace* the very next morning with a naval architect. An inspection was made, and within hours, the Commander of the 11th Coast Guard District designated *Signal of Peace* "to be manifestly unsafe for any voyage upon the Pacific Ocean." The official notice stated, among other things, that Joe had to correct six major inadequacies. In our estimation, these are uncorrectable without redoing the whole boat, which was undoubtedly the point.

If he disregarded the notice and left anyway, Joe could be subject to civil penalties of \$1,000 for each violation, and criminal penalties including imprisonment of up to one year and fines up to \$5,000 for each violation.

As this is being written, *Signal of Peace* tugs lightly at her mooring lines. The gentle rains of late October roll down her sides and make the American flag at her masthead droop. Joe hasn't been around, at least not the last couple of times we were down. Not that we have much more to say to him than he already knows. We hope he's gone home to his family.

We'll end this perhaps overly-analytical and self-righteous account by saying that we hope to be around to announce Joe's real cruise. The one that such a dedicated, creative and persevering spirit such as his is easily capable of, given some direction. We invite him to learn to sail at any one of the fine sailing schools around the Bay. Or to take part in any of our Crew Lists — to somehow get his feet wet with some experienced people and then go from there.

And we'll sleep just fine knowing he's alive to make the choices.

safety at its best

Three hundred enthusiastic sailors, some from as far away as Weed, Sacramento and Monterey, filled the Cowell Theater at Fort Mason on October 5 for the Safety At Sea Seminar. The moderator, Captain John Bonds, Executive Director of USYRU, kept the fast paced program moving from 9 in the morning until 5 at night.

He started the program by talking about offshore preparation, and while discussing the dangers of being on deck of a boat he pulled a cord on his coat. The float coat inflated quickly, and John quickly went from normal stature to looking like the hunchback of Notre Dame. Dramatic but useful.

Chuck Hawley of West Marine gave a slide presentation on the many varieties of PFDs and inflatable personal flotation rings. He was pictured in a pool wearing each type, demonstrating how high each one would keep his mouth and nose out of the water. He also showed the latest in life saving equipment such as new coastal and long range EPIRBs, varieties of strobe lights to be worn at night and much more.

Mike Hewitt spoke about liferafts, comparing ballasting systems needed on coastal and high seas models. He also provided suggestions on taking care of rafts, and how to inflate them when you pull the cord and nothing happens. He inflated a raft on stage to graphically demonstrate what happens when the "genie comes out of the bottle". Many people had never seen this done before.

Dr. Don McGillis rendered great advice on seasick medications, telling us which worked best and some dangers involved with 'the patch'. The audience

continued next sightings page

SIGHTINGS

safety — cont'd

listened carefully about the talk on hypothermia, an important subject to Northern California sailors. Among other things, he encouraged people in cold water to get in a circle and hug each other, admonishing them to ignore it if someone has to whiz — it could be the warmest they'd be all day. He provided a list of prescriptions and supplies for a boat medical kit.

Rich Wilde brought the crowd up to speed on the different single sideband radios available, ham verses marine, plus the many other choices in communication equipment.

While sailors munched outside on the bag lunch provided by the seminar, the Coast Guard did an outstanding job shooting off a variety of flares, demonstrating which were brightest but didn't last long, down to those which are less bright but longer lasting. They showed the difference between SOLAS approved flares and CG approved flares. The Coast Guard helicopter personnel made an in-water rescue, having 'practiced' only hours before by picking up a shark-bite victim in Santa Cruz. Sailing Education Adventures (SEA) volunteers provided an in-the-water fast stop and Lifesling rescue. A dramatic fire demonstration in the parking lot completed the Coast Guard presentation, making us all aware of using the correct extinguishing agent on the fire source.

Last but not least was the terrific panel on storm tactics comprised of Commodore Tompkins, Peter Sutter, Mark Schrader and Peter Hogg. Their insights and skills were quite apparent.

Possibly the only criticism of the seminar was voiced by the attendant who said, "It was so good we wanted more time. Eight hours wasn't enough."

None of the above would have been possible without a year's effort and planning by CCA (Cruising Club of America, San Francisco Station), SEA, PICYA, USYRU, Cruising World Magazine, and West Marine.

Look for a repeat of a similar program next year!

— marlene b. allen

short sightings

DAVENPORT — Of all the places to fall overboard, we hereby dub the coast off Davenport, just north of Santa Cruz, as the *least* desirable. Why? Nasty things in the water, that's why. For the second time this season, a surfer was chomped by a Great White shark there in early October. John Ferriera, 32, joined the 'billion stitches' club on Saturday the 5th, when a 12-footer came up and grabbed his arm. Ironically, the attack came within days of the other surfer, Eric Larsen, going back into the water after healing from his earlier attack. Like Larsen, Ferriera broke the attack off with the trusty 'Italian Stallion' maneuver — repeatedly punching the shark in the nose and face.

SANTA CRUZ — We've heard the October '89 earthquake referred to as a 'blessing in disguise' so many times we feel like doing the sign of the cross anymore whenever it's mentioned. But the expression once again rings true in Santa Cruz. Being nearest the epicenter of any boating community, both the upper and lower harbors suffered damage. Repairs have been ongoing since, with projected completion dates of June, 1992 for the upper harbor, and December, 1992 for the lower. One of many improvements incorporated into the redo is a new underground disposal pipe for dredging. Now, instead of tying up the navigational channel with floating pipes, the dredged material will be piped offshore with minimal intrusion and aggravation to boaters. Now if they could only come up with some way to use the pipeline on the periodic attacks of kamikaze anchovies

SAN FRANCISCO BAY — Three major California water projects that would divert Delta water to Southern California have been on the drawing boards since the '60s. These are the Los Banos Grandes Reservoir, which would cover 14,000 acres of the San Joaquin Valley; the South Delta Project, which would allow more Delta water to be sent to Southern California so people in Encino can water their driveways; and the North Delta project, which would help flood control and send even more water to Encino driveways.

While many Central and Southern California politicians want to get on with the projects, the Environmental Protection Agency has thrown a welcome

continued next sightings page

bulldozers



Let the various environmental and government groups say what they might — from Oscar McGregor's point of view, the Bay is considerably cleaner than it used to be. And that's not guess or intuition. It's an opinion based on more than 30 years in the San Francisco branch of the Corps of Engineers' Navigational Hazard Collection service.

"We used to pull all kinds of stuff out of the water back when I began as a deckhand in 1959," says the soft-spoken McGregor, now captain of Raccoon, one of three hazard collection boats homeported at the Corps of Engineers docks in Sausalito. "The Bay is much, much cleaner now than it was in those days."

The way the program got started is darn near as interesting as the myriad different items NHC crews have pulled from local waters over the years. Seems that, back in 1942, Admiral Chester Nimitz made a stop in San Francisco during a transcontinental flight soon after being appointed Commander in Chief of the Pacific Fleet. Those were the days of the flying boats, and during the landing at Treasure Island, Nimitz' plane hit some floating debris and flipped, killing the pilot. The Admiral was reportedly so incensed that soon after, the Corps of Engineers was assigned the task of forming the hazard collection program.

A lot of junk has passed over the decks of Raccoon, Coyote and Grizzly over the years. In their ongoing mission to clear navigational channels of debris, the most common quarry

of the bay



is broken or rotten pilings or trees — the deadheads that can do so much damage to propellers and fast-moving vessels like the Catamaran Ferry. (If you've been to the Bay Model, the log on display with the broken prop blades sticking out of it was recovered by McGregor and crew.) Among 'curiouser' items pulled from local waters are cars, a house, a crashed Navy Jet, sunken or derelict barges, and an average of 30 sunken or derelict boats a year. For McGregor, the most memorable items ever recovered were the homemade rafts, forged papers and other items used in the famous 1963 escape attempt from Alcatraz.

It's not hard to tell *Grizzly* was a tug in her former life. The origins of the *Raccoon* and *Coyote* are a little harder for the casual observer to pin down. Both were built in the early '40s as Navy seaplane tenders. The Corps of Engineers added pilot houses, catamaran bows and a 'strainer' net, and voila! — instant seagoing bulldozers. Each of the bigger boats can haul up to 60 tons. In 1979, *Raccoon* was fitted with a huge, articulated arm and claw that makes the fleet even more versatile. "The claw is great for breaking up big things like houses so we can get them aboard," says McGregor.

Once unloaded, most of the wooden items are cut up and put into dumpsters for disposal. What may seem like an incredible waste of good firewood is necessary because most dock pilings are treated with creosote or other highly toxic materials — dangerous

continued middle of next sightings page

shorts — cont'd

wrench into the works. The EPA has announced that no such water diversion plans will be permitted until tougher standards are adopted to protect the waters of San Francisco Bay.

MORRO BAY — At the request of the State Lands Commission, the Morro Bay City Council gave preliminary approval to a plan which would limit the number of liveaboards to 60, or about 10% of the number of boats currently in the harbor. The Harbor Advisory Board held out for 60, saying they'd let the number dwindle to 30 by attrition.

Some liveaboards were angry at the proposed fees: \$249 for processing an application, \$50 a year for renewing the permit, and \$20 a month. Applicants' boats must also comply with certain rules and regulations.

State Lands claims that residential use of state lands is illegal, but that they will allow a small number of liveaboards because they provide an element of security. If you believe that, you're one naive citizen. State Lands just wants to avoid the inflammatory situation that would occur if they outlawed all liveaboards.

SACRAMENTO — Local governments can ban jet skis from local waters without having to justify such an action to the Department of Boating and Waterways. This according to a legal opinion put out by State Attorney General Dan Lungren. It's both good news and bad news. The good is that a small number of jet skiers can ruin a quite waterway for a large number of other mariners. The bad is that such a decision paves the way for government agencies — like you know who — to start dreaming about being able to ban boats from the Bay 'without having to justify such an action'.

While we're on jet skis, San Rafael Yamaha just donated two jet skis to the Marin County Sheriff's Department. "The concept is far from frivolous," gushed a *Marin Independent Journal* editorial, "in fact, it's downright visionary." If things go true to pattern, some local government will ban all jet skis, including the Marin Sheriff's, from Marin waters.

SEATTLE — One of the big arguments against the 'luxury tax' on boats (over \$100,000) is that it's killing one of America's good export industries. Exports of U.S.-built boats raced to a new high in 1990, accounting for over a billion dollars in exports. Meanwhile, boat imports dropped, for the first time in 15 years, to \$420 million. The net result? Six hundred and sixteen million dollars in trade surplus. Does America really want to lose this trade surplus and the jobs that go with the industry? Cut off nose to spite face.?

FLORIDA — During a break in the racing off Key West, Dennis Conner offered \$5 to a local kid named Joe to row him ashore near Land's End. Trouble was, the 6-ft dinghy's small freeboard was no match for DC's large displacement, and in front of God and everybody, the boat swamped, sending the two of them into the water. The crowd went wild. Once back ashore, Conner gave 7-year-old Joe an extra \$15 for his trouble.

RIO VISTA — Word of a new boating restoration group in this Delta town set one of our editors to daydreaming about the (mostly) happy days of his youth spent putting around Newport Harbor in a Sabot. That's as close as this story gets to sailing, but we thought you might find it interesting anyway.

Two of said editor's earliest boating-related memories had nothing to do with sailing, and everything to do with PT boats. The first was 'PT 73' of *McHale's Navy* fame. It was his favorite program. The other was *PT Joe*.

The latter was an oft-seen fixture around Newport in the late '50s and early '60s. Still sporting her original PT boat configuration (no added yacht superstructure) and muscle (two 12-cylinder Packards turning three screws), 'Joe was a spectacle to behold. As soon as she crossed the no-wake end of the jetty, the roar of those 3,000 horses suddenly unleashed echoed down near to the Pavilion. Watching her 72-ft bulk skipping over the water at more than 40 knots as lightly as a fairy dancer was heady stuff to an 8-year-old just getting his feet wet in the boating world.

We're therefore happy to go a little afield from our regular sailing 'beat' to announce that both 'PT 73' and *PT Joe* — built as PTs 694 and 695, respectively —

continued next sightings page

shorts — cont'd

ively, at the Annapolis Boat Yard in 1945 — are due to get a new lease on life, courtesy of the recently-formed, non-profit American Patrol Boat Museum, which is based in Rio Vista.

Both boats have had interesting lives since the war. Bought as surplus in 1946, *PT* Joe became a private yacht and the denizen of our boyhood memories, while Howard Hughes ran 694 for a time as a chase boat for his monster flying boat, the Spruce Goose. When the 'Goose went into storage, the boat was sold to Universal Studios which did her up in what APBM's Mike West calls "amazingly accurate World War II configuration" as *PT* 73. Today, as a party fishing boat in Southern California, a huge super-structure all but hides her proud 'Peter Tare' (WWII code name for the *PT*s) heritage.

'Joe's had a harder life. Since our editor's impressionable years, she's fallen on a series of down-on-their-luck and/or down-on-their-bucks owners. She's sunk no fewer than three times, once staying down a year and a half before raising. For the last six years, she's been in storage in a sorry state at the San Pedro Boat Works. Despite the neglect, she's structurally not all that bad — a fact surprising to everyone but old *PT* men. Contrary to popular belief, *PT*s were never built with plywood hulls. Although plywood was used on bulkheads and other interior structures, their hulls were double-planked mahogany with a layer of glue-impregnated canvas in between. And as 'Joe has demonstrated, it holds up pretty well, thank you very much.

APBM plans to bring 'Joe and the '73 up the coast together, possibly as soon as November. A lot hinges on how quickly a team of volunteers can get 'Joe seaworthy enough to make the trip under her own power, which now consists of one rather anemic 6-cylinder diesel. ("We won't be going any faster than 8 knots," says West.) The museum hopes to start 'Joe's restoration to 1946 trim at the Rio Vista Sea Scout base by January. After that's done, *PT* 73 will be restored to the way she looked for *McHale's Navy*. The lion's share of the restoration will be done by museum volunteers and Sea Scouts, with the latter being able to use both boats when they're done.

Anyone interested in making other WWII patrol craft available for the Sea Scouts and other young people by means of tax-deductible donations can send them to APBM, P.O. Box 641, Rio Vista, CA 94571. For more information, contact Scott Douglas (415/327-8530) or Michael West (707/374-2564).

HONOLULU — One of the best loved yacht clubs in the world, the Hawaii YC, celebrated its 90th anniversary on October 11 with a big bash for its 1,397 members.

In addition to conducting and hosting numerous races, the yacht club, which is located in the Ala Wai Yacht Harbor, devotes six slips for visiting cruising yachts. To date they've welcomed boats from Auckland to Vladivostok and 298 other home ports in between. Over the last nine years, an average of 141 boats have called on the Hawaii YC and been recipients of the *aloha* spirit. Happy 90th, you guys!

SEATTLE — One of the big arguments against the 'luxury tax' on boats (over \$100,000) is that it's killing one of America's good export industries. Exports of U.S.-built boats raced to a new high in 1990, accounting for over a billion dollars in exports. Meanwhile, boat imports dropped, for the first time in 15 years, to \$420 million. The net result? Six hundred and sixteen million dollars in trade surplus. Does America really want to lose this trade surplus and the jobs that go with the industry? Cut off nose to spite face?

FLORIDA — The State Legislature is considering changing Florida's nickname from 'The Sunshine State' to 'The Exhibitionist's State'. Or at least they should. Remember the couple who were videotaped having sex in their bathroom in full view of neighbors? Well, that kind of activity has taken a nautical turn. A couple was arrested in Jacksonville on October 4 after they began having sex aboard their boat, which happened to be berthed in front of a bar named (ahem) Hooters. It's true the couple got amorous inside a closed 25-foot powerboat, but they were nonetheless in full view of many patrons — and warned of the fact. The couple obviously didn't mind, as they continued with their "lewd and lascivious conduct" even after a crowd gathered. The crowd didn't mind either, as they cheered the couple on. Only the police were

continued next sightings page

bulldozers

stuff both to burn and breathe. It's also a headache to get rid of: the Corps pays \$500 per container to have the stuff hauled away for specialized disposal.

Derelict boats cost even more to deal with. By law, they must be held 30 days while the Corps looks for the owners. Often, the only way to do this is to run ads in the classified sections of local newspapers.

Summer is usually a slow time for the NHC boats and crews. Winter runoff (back when we used to have winters) used to keep them busy in spring. Another busy time is now, in the fall. When the breeze starts coming from other directions besides west, it dislodges a lot of junk that the westerlies blow onto eastern shores over the summer.

The busiest time in recent years, however,



— cont'd

was in the days following the '89 earthquake.

"We worked from sun up to sundown," says McGregor, who parenthetically reminds us how little has been heard about the Berkeley Pier since then. "That's because most of it's gone now. The earthquake did the work for us!"

NHC gets most of their assignments from Vessel Traffic Service, which monitors commercial shipping in the Bay on channel 13. Recreational boaters also play a part in helping NHC keep the Bay clean. If you spot any hazards in navigational channels, you can report them to NHC's 24-hour recording number at (415) 332-0334, or to cellular phones on the boats themselves: 608-0058 (Raccoon/Coyote) and 608-0057 (Grizzly).

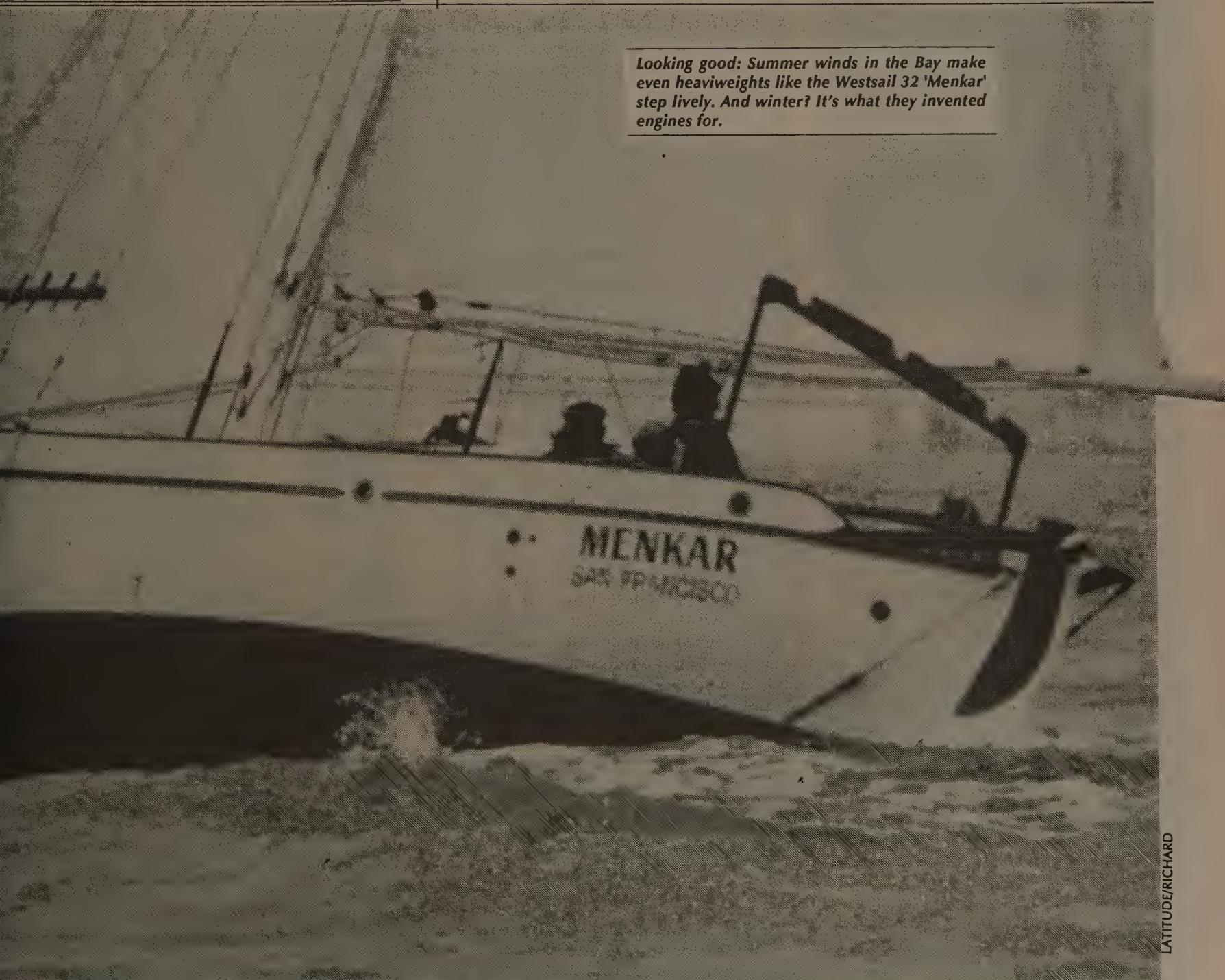
shorts — cont'd

bummed, and they hauled the man, in his 50s, and the woman, in her 30s, off to the pokey.

IN THESE PAGES NEXT MONTH — We haven't dropped the ball! Due to a lack of room, we were unable to include items in this issue about the User Fee (it's still in force although virtually *nobody* is buying tags), the upcoming America's Cup, a pesky fishing boat who gets his jollies harassing sailboat racers and a ton of other interesting stuff. So we're whipping the fourth great lie on you all: It'll be in next month's issue.

SOUTH ATLANTIC — How big is it? The world's largest iceberg is so big that if you plopped it square on the Bay Area, it would stretch east-west from the Farallons to Stockton, and north-south from Petaluma to about San Leandro. That'd keep the Bud cold. Anyway, since splitting from the Antarctic ice cap in 1986 and traveling 1,240 miles to a position near the South Orkney Islands, the Big Chill is finally starting to wear off, as evidenced by the berg starting to generate its own fog. Scientoids warn mariners to be suspicious of uncharted fogbanks the size of Puerto Rico.

Looking good: Summer winds in the Bay make even heavyweights like the Westsail 32 'Menkar' step lively. And winter? It's what they invented engines for.



LATITUDE/RICHARD

DAUNTLESS AND MOLLY SUE —

Old time sailors had many superstitions — never wear red mittens in a shipyard, never coil a rope against the direction



COURTESY JOE DITLER

Paul Plotts.

of the sun's path, and never throw a hat on a bunk are but a few examples.

We rational modern sailors don't put much stock in superstitions. But after what happened to *Dauntless* and *Molly Sue*, two classic wooden yachts that departed Hanalei Bay for San Diego on a Friday in September, who can be sure? In separate incidents, *Molly Sue* became disabled and had an injured crewmember, while *Dauntless* suffered structural damage and began taking on 2,500 gallons of water an hour. Of course, both yachts had really tempted fate; they didn't just leave on Friday, they left on

couple in their early 50s. *Dauntless* is a 63-ft LOD Alden schooner built in 1930 and owned by Paul Plotts, 64, also of San Diego.

Earlier this summer, both yachts had competed in the Lahaina YC's Ancient Mariner's TransPac from San Diego to Maui. Both had remained in the Islands for extended cruising and to witness the total eclipse of the sun.

For the first week after departing Hanalei Bay, Kauai, the boats traveled in company. Plotts says they became separated about 1,000 miles west of San Francisco by deteriorating weather. *Molly Sue* elected to head into it, while *Dauntless* ran off. They were about 100 miles apart when things went from bad to worse, first for one yacht, then the other.

Molly Sue reported being hit by 35 to 38 knot winds on September 24, the night she blew out her main — which was new this year. Her good headsail, also new this year, was rendered useless by rigging problems.

But this was only the beginning of *Molly Sue*'s problems. In the process of retrieving the headsail, which had fallen in the water, a jib sheet fouled the prop. With just a storm jib and no engine, she was as good as dead in the water. Their biggest concern, however, was an eye injury suffered by Peter Bowman, their "fantastic" 62-year-old friend and crewmember. Slapped in the face by a flogging halyard, he lost sight in one eye for 24 hours, and they feared the damage might be permanent.

Despite being an experienced Ham and SSB radio operator, and having good equipment and a well-grounded antenna, Ron Bodeen was unable to reach the Coast Guard on any frequency that evening. (Later, they discovered that the Coast Guard cutters couldn't always communicate with each other or their land bases!)

The next morning, September 25, Ron Bodeen had no trouble reaching the California/Hawaii Net, and through it, Wally Wynn, a Ham operator from Chino Hills.

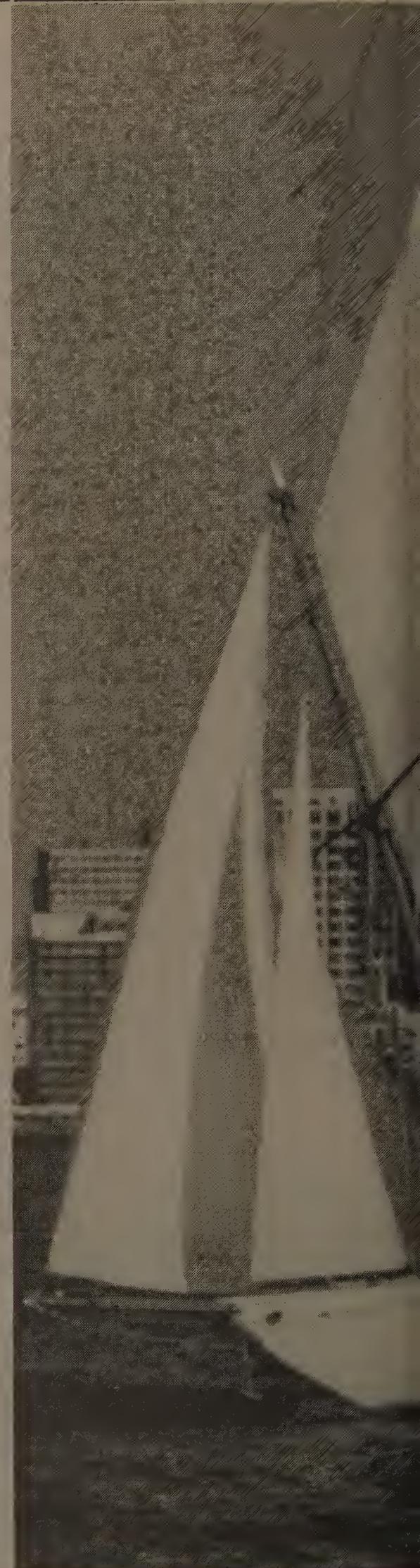
***Dauntless* was taking on 2,500 gallons of water an hour.**

Friday the 13th.

Molly Sue is a Kettenburg 50. Built in 1964 (hull #22 of 23), she's currently owned by Ron and Molly Bodeen, a San Diego

Wynn had been making phone patches for them all through the trip.

After reporting their status to Wynn, the Bodeens got more bad news. Wynn informed Ron that his mother had died of cancer. It could have been worse — Bodeen was



BUCKING TRADITION



Above, 'Molly Sue'. Below, 'Dauntless'.



fortunate enough to have had a "great conversation" with his mother via a Wynn phone patch just hours before she passed away.

The Coast Guard put out a call for ships in the area that could render assistance. Fortunately, the container vessel *Cape Bover*, enroute to Oakland, was nearby and able to divert. They arrived at 2300 that night, promptly launched their 15-ft long boat and, according to Molly Bodeen, "darn near surfed it right over our bow." It was too risky for another attempt, so the long boat returned to the *Cape Bover*.

For the next four hours, the container ship maneuvered to keep the helpless *Molly Sue* in her lee and thus give her some protection from the big seas. At 0400, Ron could wait no longer. He dragged out the stowed inflatable, blew it up, and somehow launched it in seas that had subsided only slightly. He made it to the *Cape Bover*, picked up their medic, and brought him back to check on Bowman's eye. To everyone's relief, the prognosis was good: Bowman's eye was only temporarily traumatized and would most likely heal completely in time. Bowman could continue the voyage.

Returning to the *Cape Bover*, Bodeen somehow managed to convince the captain to let a couple of the ship's crew, a sport diver and his buddy, try to free the line from *Molly Sue*'s prop. This was no small request, as it would require the duo to repeatedly free dive under a disabled 50-foot boat that was wallowing in 8 to 10-foot seas. The Captain agreed, and the two volunteers spent 2½ grueling hours getting the sheet untangled from the prop. We at *Latitude* doff our hats to their valor.

In a somewhat better situation now, the crew of the *Molly Sue* hove to to catch up on much needed sleep. Once rested, they spent six hours a day for the next four days attempting to repair their torn sails. If you've ever tried to push a needle through the heavy cloth of a big main, you know it takes two people for every half stitch: one to push the needle through with a palm, another to pull with a pair of pliers.

With so many seams opened up, it eventually became clear they'd never be able to finish the job. So a frustrated Bodeen asked Wynn to tell the Coast Guard that *Molly Sue* was low on fuel, didn't have useable sails, and hadn't made any progress in days. If they were going to have to motor all the way to the coast, they were going to need more fuel.

The Coast Guard said they'd air drop more fuel. When given the news, Bodeen

COURTESY JOE DITLER

DAUNTLESS AND MOLLY SUE —

jokingly told Wynn to ask if the Coasties would also fly out his old mainsail. Much to everyone's surprise, they said they would.

At this point, Chris Frost and Ces Bailey of Downwind Marine Supply in San Diego enter the picture. Chris, who owns Downwind, and Ces, who among other things is the store's official Ham operator, had been following the incident and volunteered to help. Frost broke into Bodeen's house and got *Molly Sue*'s old main. It was packaged up with a complete sail repair kit and, to boost morale, copies of their *Cruising Guide* and a hot-off-the-press October issue of *Latitude 38*. On October 5, that care package was aboard a Coast Guard C-130 circling the stricken yacht.

"I've never seen such precision flying," Molly said, recalling the arrival of the C-130. "It was so pretty the way they did it: they circled us once, established radio contact, and told us exactly what they were going to do. They dropped a smoke flare 40 feet from our boat, then in three separate passes dropped three canisters, not one of which landed more than 60 feet away. It was fantastic — and we got it all on video."

A drogue connected to each canister with a floating polypro line made them easy to pick up. Two of the canisters contained fuel, 15 gallons apiece. The third contained the back-up main, the sail repair kit, and the reading material. With a decent supply of fuel and a serviceable main, *Molly Sue* was back in business and able to continue home without further assistance.

She and her relieved crew arrived in San Diego at 0800 on October 20, to be greeted by a crowd of friends bearing champagne and treats. She was 37 days out of Hanalei Bay.

Within days of *Molly Sue*'s troubles, *Dauntless* began developing problems of her own. She began taking on water — lots of water.

"It had been blowing 35 to 40 knots for a day or two and the seas were about 18 feet," said Paul Plotts of the conditions under which the schooner had been sailing before



Ron Bodeen at the radio on 'Molly Sue'.

The crew, which in addition to Plotts included Bill Reich and Jack Lower, both of whom did the Ancient Mariners TransPac on *Dauntless* in 1985, and veteran Samoan delivery skipper Tasi Suafoa, confirm the weather was rough.

"It was an incredible experience", said Lower, a retired San Diego fireman. "I've never been through anything like it. It was like a roller coaster of wind and water, and there was this feeling of unharnessed power as the boat slid down the face of waves."

After a while, the wind and waves were of minor concern compared to the amount of water that started pouring in — Plotts' estimate was 2,500 gallons an hour. A subsequent survey has revealed that the schooner's stem was split, planks on each side of the bow had sprung ("She'd have sunk if she'd been single-planked," said

Lower. "We called it the babbling brook. We were doing everything we could to keep our morale up on the way home, and even joked about fishing from our bunks."

A former *Dauntless* crewman who requested anonymity, speculated the damage may have been caused during a match race from Maui to Molokai with another schooner. "She might have been pushed too hard," he said, "which could have loosened her up."

Dauntless had indeed engaged in a spirited race with another schooner, *Teragram*, over the summer. Both John Alden designs, the two schooners had been built side-by-side on the East Coast in 1930. Still smelling of fresh-cut oak and mahogany, the two young fillies had at each other in the 1931 Bermuda Race. After 635 ocean miles, *Teragram* edged *Dauntless* by just 13 seconds. Sixty years later, *Dauntless* went looking for revenge in the Pailolo Channel.

Reich remembers the race as being both close and windy. "We had maybe 25 knots of breeze; both schooners had their rails buried and were sailing neck and neck. I've never been in such a closely fought battle. It was a hell of a race." (Which *Teragram* won.)

"It sounded like a fountain in a Chinese restaurant."

the leak started. "We decided to run with it, and we were going so fast that from time to time we'd put the bowsprit under. Any wooden boat would have taken a beating in those conditions."

Plotts), frames had broken and the forward bunks had buckled.

"There was so much water coming into the boat that it sounded like a fountain in a Chinese restaurant," remembered crewman

Should aged wooden boats be battling it out in the windy channels between Hawaiian islands? "It's no way to treat a 60-year old lady," said one Southern California schooner lover.

Plotts disagrees with the suggestion that *Dauntless* was not structurally sound for the voyage or the race with *Teragram*. And he offered another possible explanation — besides heavy weather — for the damage. "We heard loud bangs several times as the boat rushed down the face of some of the waves; we may have struck something that cause the split in the stem and other harm."

We think it's safe to say most mariners would consider a 2,500 gallon an hour leak 1,000 miles from land an emergency. Not Plotts. "I wasn't stressed out at all," he recalled, and said as much to Ron Bodeen during their daily 1740 radio chat. Said Molly, "He mentioned the leak to us, but was ambivalent about us relaying the information to the Coast Guard."

"I was reluctant for the Coast Guard to even be informed about our situation, because I felt it was under control," said Plotts. "I didn't think we were in any immediate danger, and I didn't want them spending a bunch of money coming to help us when we really didn't need it."

The *Dauntless* crew responded to the leak by firing up the pumps and making repairs. "We always carry 3/8-inch sheets of plywood for emergencies," said Plotts. "We cut them into pieces to hold the planks together and keep them from working. Once that was done, we got the leak down to about 400 gallons an hour."

Their primary bilge pump was a 3,500 gal/hour 12-volt Rule pump, which they ran 24 hours a day. Naturally, this required the engine to be run periodically to charge the batteries. They also had a Jabsco pump that ran off the engine and several smaller ones.

Plotts said none of this posed any major problems, despite the fact that at one point they were down to just 30 gallons of fuel and were still 700 miles west of San Francisco.

"Since the engine burns just a gallon of fuel an hour, and since we only had to run the engine an hour a day to charge the batteries for the pump, we had enough fuel for 30 more days at sea," he said. True or not, it assumes extraordinary reliability from the engine, pumps and batteries. One member of the Coast Guard estimated *Dauntless* would have sunk in two hours if the pumps had for some reason failed.

While Plotts never requested assistance,

the Coast Guard, after monitoring the *Dauntless* situation via *Molly Sue*, apparently took it upon themselves to

wanted to make sure. They did a hell of a job."

P

Plotts' opinion about the state of his voyage was obviously not shared by the Coast Guard. Even after the C-130 dropped

"We thought surely they were swimming."

dispatch a C-130 to the leaking schooner. "Before we knew it," said Plotts, "a Coast Guard C-130 was overhead and dropping 30 gallons of fuel, two pumps and gasoline to operate the pumps.

While Plotts may not have called the Coast Guard, he has nothing but praise for them and the skill of the C-130 crew. "Oh Jesus, they maneuvered that plane like it was a little Volkswagen, dropping the canisters within about 25 feet of the boat. Then they told us not to hesitate to call if we needed

the fuel and pumps, the 110-foot Coast Guard cutter *Long Island* — in the first rescue of her career — was dispatched from Monterey to stand by.

In emergency situations such as this, the Coast Guard instructs vessels to call on a regular basis. *Dauntless* is equipped with a Ham radio and SSB, but for whatever reason, Plotts either could not or would not communicate directly with the Coast Guard. All communications, therefore, were via *Molly Sue*, and as they didn't hear from *Dauntless* as per the schedule, neither did the Coast Guard.

"There was one instance when we heard nothing from *Dauntless* for 12 hours," said Coast Guard Public Affairs Officer Lance Jones in San Francisco, "and another when we had no communication for 14 hours. We thought surely they were in the water swimming. In such a situation our responsibility is clear: scramble jets."

Exactly why Plotts didn't keep to the schedule and why the Coast Guard never actually put the jets in the air is unclear. In any event, it would not be the last misunderstanding between Plotts and the Coast Guard.

The cutter *Long Island* stood by until she was relieved by the Coast Guard buoy tender *Blackhawk*, which escorted *Dauntless* back to the mainland. Each morning, the tender transferred fuel to the schooner, allowing her to motorsail toward California.

Just where on the mainland *Dauntless* was to be escorted became the next point of contention. Understandably enough, Plotts would like to have taken the boat directly to San Diego, her home port. But the Coast Guard would have nothing of it, explaining that their responsibility was to escort *Dauntless* "to the nearest safe harbor" — in this case, San Francisco.



COURTESY JOE DITLER

'*Dauntless*' is no stranger to a breeze.

help, because they routinely fly C-130s out over the Pacific. We could have made it ourselves, but I guess the Coast Guard just

The two vessels passed under the Golden Gate on October 8, with *Dauntless* tying up at the Clipper Yacht Harbor fuel dock in Sausalito around noon.

There have been rumors on the San

BUCKING TRADITION

Diego waterfront that Plotts, in defiance of Coast Guard orders, departed San Francisco Bay before proper repairs had been made. Plotts says such rumors are utter nonsense. He claims the Coast Guard came aboard, inspected the repairs, reclaimed their pumps, listened to his itinerary for the trip down to San Diego — and said he was free to leave. The Coast Guard, typically but unfortunately, refused to comment on the matter.

Public Affairs Officer Jones, however, listed the following expenses incurred in coming to the aid of *Dauntless*:

C-130 15.9 hrs @ \$1,821/hr = \$28,954
Cutter 110.6 hrs @ \$ 204/hr = \$22,562
Tender 65 hrs @ \$ 644/hr = \$41,860

That totals about \$95,000, not including any costs associated with scrambling the jets because *Dauntless* didn't adhere to the radio schedule.

Dauntless is currently hauled at Knight &

'DAUNTLESS'

As *Dauntless* awaits repairs, it's interesting to reflect upon a poem written about her several years ago by crewmember Bill Reich. It goes like this:

John G. Alden designed this yacht,
O Lord she's might purty.
She was the pride of the *Dauntless* yard,
In the year of Nineteen Thirty.
A classic staysail schooner,
She's wooden to the heart.
Mahogany, oak, with strong Teak decks,
She'll never break apart.
With varnished rails and snow white sails,
Rigging strong and sturdy...
She still sails proud across the seas,
Thru weather fine or dirty.
So give three cheers to *Dauntless*,
A loud "hip, hip, hooray!"
We'll always love ya, darlin'
You're still a queen today.

July 21, 1986
mid-Pacific

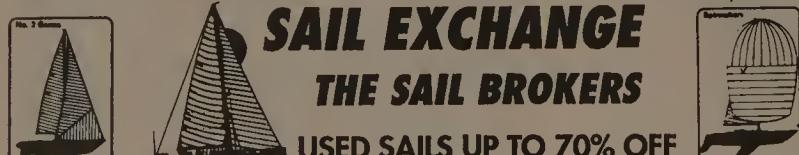
seen weeping from her chainplates, and the varnish is peeled back from her once beautiful spars. An even closer inspection reveals the abovementioned damage, giving the schooner an overall appearance of having barely survived the "Trip From Hell".

Plotts maintains that the whole incident has been blown completely out of proportion, and doesn't want to be thought of as the guy who cost the Coast Guard and taxpayers \$95,000. Yet the Coast Guard obviously felt that *Dauntless* was in too much peril not to be escorted back. Clearly, it was a judgment call. When human lives are at stake, it's probably best the Coasties err on the side of safety.

Which, come to think of it, might be about the best argument one could make for not beginning a voyage on a Friday. Or changing the name of a boat. Or bringing a black bag on board. Or departing after seeing a rat leave a ship. Or trying to catch fish with bananas onboard.

— Joseph ditler & latitude 38

Carver Boatyard in San Diego. From a distance she still appears proud and majestic. Up close, long streams of rust can be



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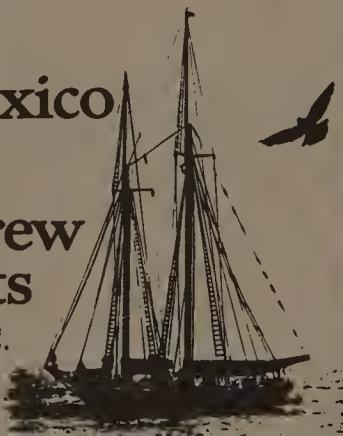


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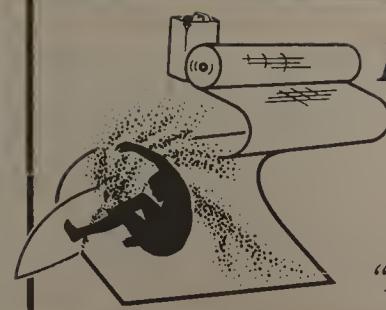
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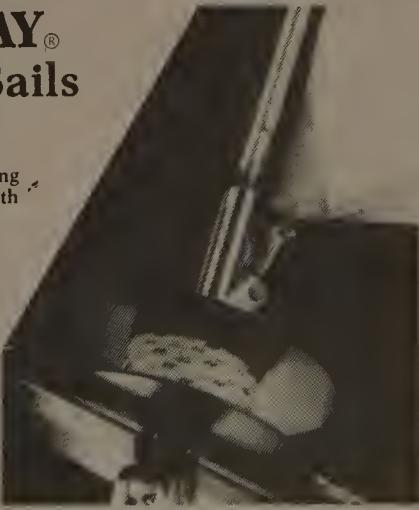
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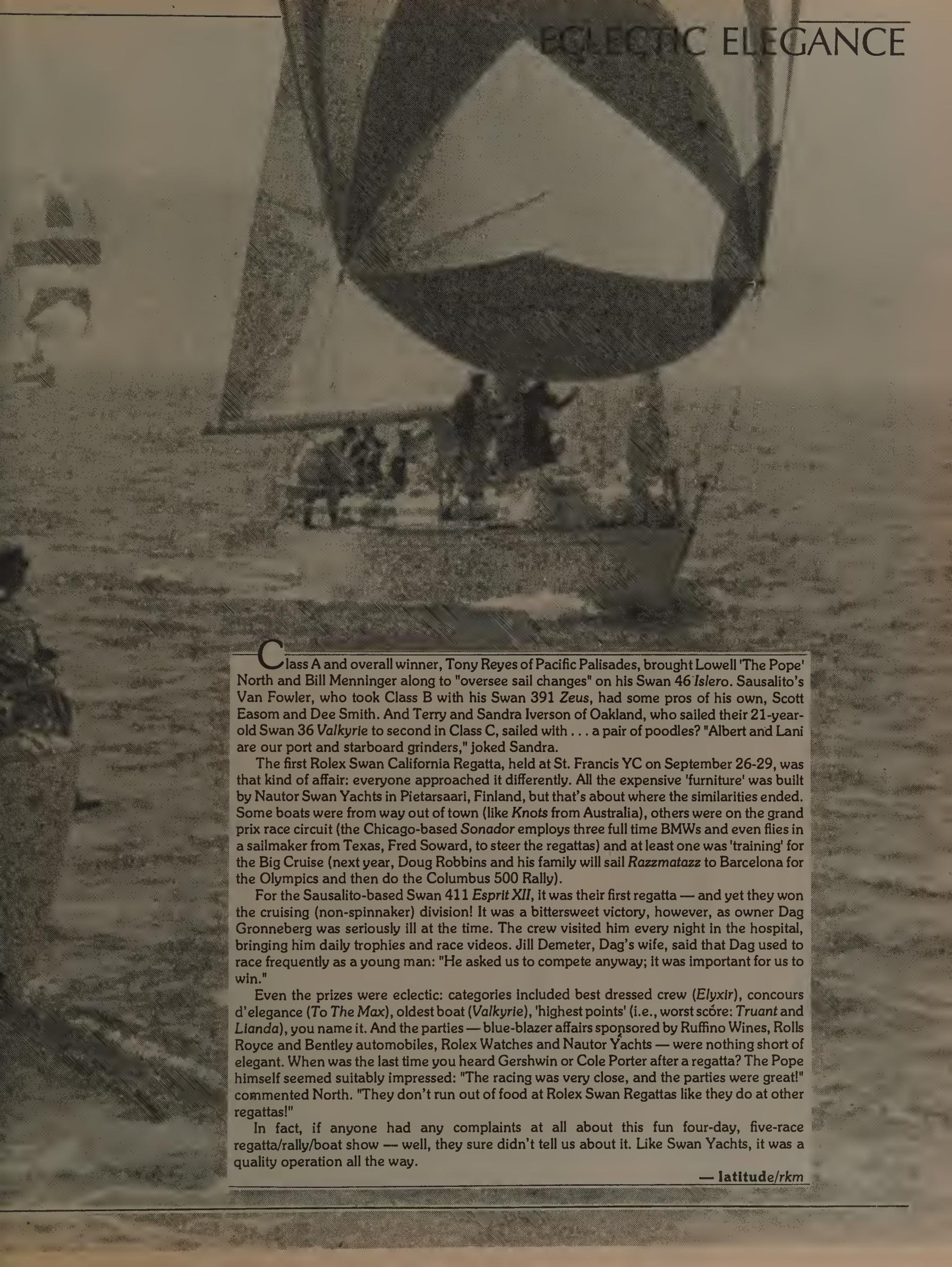
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ROLEX SWAN CALIFORNIA REGATTA:





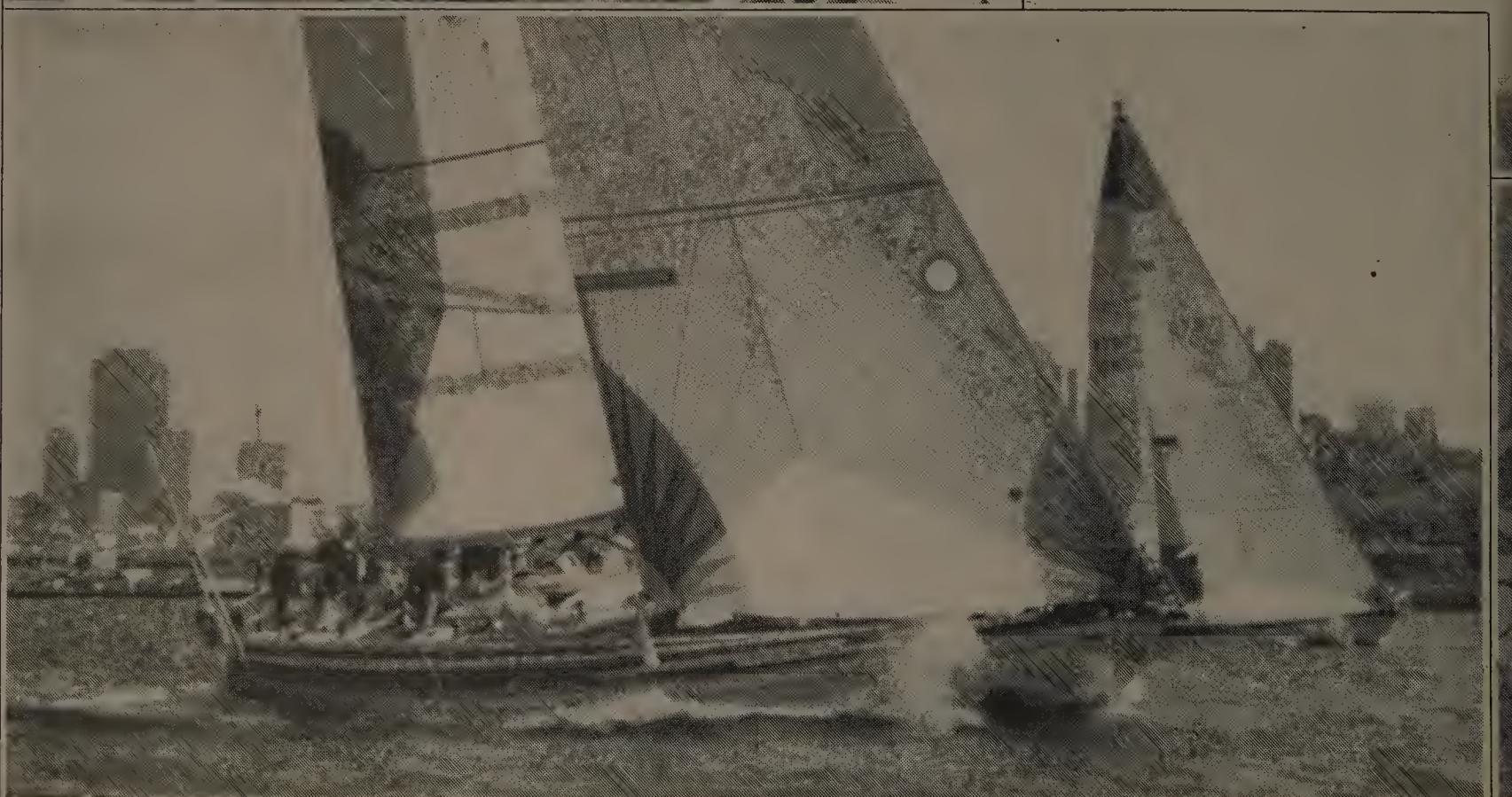
Class A and overall winner, Tony Reyes of Pacific Palisades, brought Lowell 'The Pope' North and Bill Menninger along to "oversee sail changes" on his Swan 46 *Islero*. Sausalito's Van Fowler, who took Class B with his Swan 391 *Zeus*, had some pros of his own, Scott Easom and Dee Smith. And Terry and Sandra Iverson of Oakland, who sailed their 21-year-old Swan 36 *Valkyrie* to second in Class C, sailed with . . . a pair of poodles? "Albert and Lani are our port and starboard grinders," joked Sandra.

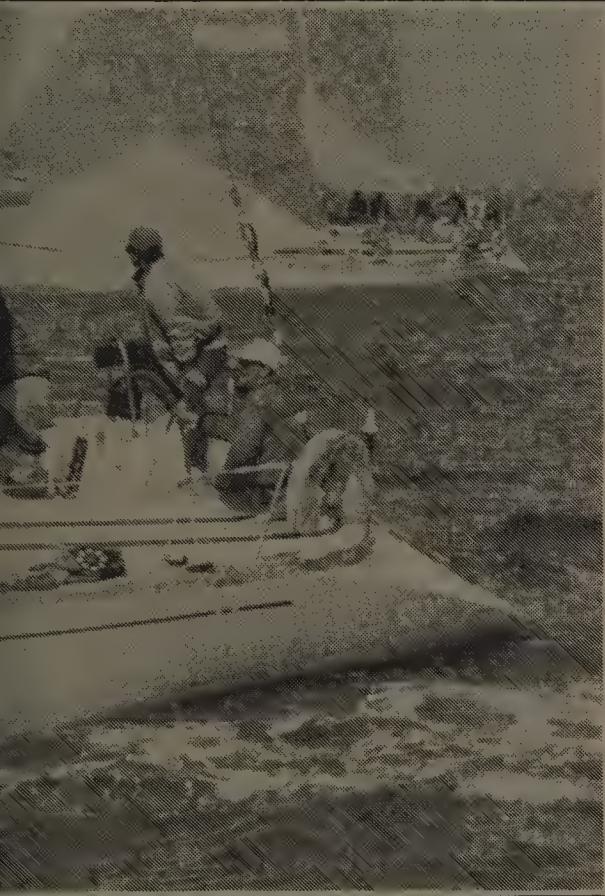
The first Rolex Swan California Regatta, held at St. Francis YC on September 26-29, was that kind of affair: everyone approached it differently. All the expensive 'furniture' was built by Nautor Swan Yachts in Pietarsaari, Finland, but that's about where the similarities ended. Some boats were from way out of town (like *Knots* from Australia), others were on the grand prix race circuit (the Chicago-based *Sonador* employs three full time BMWs and even flies in a sailmaker from Texas, Fred Soward, to steer the regattas) and at least one was 'training' for the Big Cruise (next year, Doug Robbins and his family will sail *Razzmatazz* to Barcelona for the Olympics and then do the Columbus 500 Rally).

For the Sausalito-based Swan 411 *Esprit XII*, it was their first regatta — and yet they won the cruising (non-spinnaker) division! It was a bittersweet victory, however, as owner Dag Gronneberg was seriously ill at the time. The crew visited him every night in the hospital, bringing him daily trophies and race videos. Jill Demeter, Dag's wife, said that Dag used to race frequently as a young man: "He asked us to compete anyway; it was important for us to win."

Even the prizes were eclectic: categories included best dressed crew (*Elixir*), concours d'elegance (*To The Max*), oldest boat (*Valkyrie*), 'highest points' (i.e., worst score: *Truant* and *Lianda*), you name it. And the parties — blue-blazer affairs sponsored by Ruffino Wines, Rolls Royce and Bentley automobiles, Rolex Watches and Nautor Yachts — were nothing short of elegant. When was the last time you heard Gershwin or Cole Porter after a regatta? The Pope himself seemed suitably impressed: "The racing was very close, and the parties were great!" commented North. "They don't run out of food at Rolex Swan Regattas like they do at other regattas!"

In fact, if anyone had any complaints at all about this fun four-day, five-race regatta/rally/boat show — well, they sure didn't tell us about it. Like Swan Yachts, it was a quality operation all the way.





Rolex Swan Regatta Results				
<i>Yacht</i>	<i>Type</i>	<i>Skipper</i>	<i>City</i>	<i>Points</i>
RACING DIV. A				
1. <i>Islero</i>	Swan 46	Tony Reyes	Pacific Palisades	6.88
2. <i>Sonador</i>	Swan 53	Mark Engler	Chicago	10.50
3. <i>Equity</i>	Swan 46	Michael Pack	San Diego	15.00
4. <i>Razzmatazz</i>	Swan 46	Dennis Robbins	Kensington	16.38
5. <i>To The Max</i>	Swan 53	Max Gondon	West Covina	27.00
6. <i>Elixir</i>	Swan 51	Paul Ely	Menlo Park	28.00
7. <i>Knots</i>	Swan 53	Bill Oxley	Sydney, Aus.	35.00
RACING DIV. B				
1. <i>Zeus</i>	Swan 391	Van Fowler	Sausalito	7.00
2. <i>Cygnets</i>	Swan 36	Ted Springstead	Saratoga	9.75
3. <i>Jaku</i>	Swan 40	Alain Levi	Los Angeles	15.00
4. <i>Destiny</i>	Swan 431	Peter Bennett	Moraga	18.00
5. <i>Cygnets</i>	Swan 391	Lou Freeman	Fresno	28.00
6. <i>Aniara</i>	Swan 38	Eric Schou	Mill Valley	29.00
7. <i>Mahal</i>	Swan 38	H. Bogren/B. Forsberg	Sacramento	35.00
8. <i>Truant</i>	Swan 38	James Starr	Portola Valley	41.00
9. <i>Rilite</i>	Swan 37	David O'Sheppard	Santa Cruz	41.00
CRUISING DIVISION				
1. <i>Esprit XII</i>	Swan 411	Dag Gronneberg	Sausalito	5.00
2. <i>Valkyrie</i>	Swan 36	Sandra & Terry Iverson	Oakland	13.75
3. <i>Lohengrin</i>	Swan 51	Thomas Wolfe	San Francisco	15.00
4. <i>Balaena</i>	Swan 431	Edwin Penn	San Francisco	20.00
5. <i>Nuance</i>	Swan 41	Ray & Laurel Kaleda	Los Gatos	20.00
6. <i>Lianda</i>	Swan 57	Anthony Gerber	Woodside	30.00



KIRT BROOKS —

It's hard to find much dramatic to say about Kirt Brooks, the doyen of Bay Area race management. Noteworthy, certainly, but not dramatic. He hasn't won any major sailing titles or campaigned any spectacular craft. But he grew the Metropolitan YC

"You're the
guy in
the statue!"

midwinters into one of the Bay's most popular regattas. He's been a driving force behind both the Oakland to Catalina and the Windjammers races. He's the bulwark of the Yacht Racing Association's race management committee, which trains race officers for yacht clubs throughout Northern California. And he's recorded more finishes than he or anyone else can count — all in a quiet, straightforward way that doesn't leave any lasting impression. Except, perhaps, for the sense that if you ever got in trouble while doing committee work, he'd be the one to call.

In person, Kirt Brooks also tends to blend into the crowd. At the age of 71, his full head of blond hair is just beginning to gray at the edges; his lined face and hands are tanned by time spent in the sun pursuing his hobby. All in all, he's a pretty average Joe, and he doesn't seek out notoriety. Being interviewed for this story, in fact, was about as appealing to him as root canal work.

It could be said that, for the vast majority of the Bay Area sailing community, Kirt Brooks is like the breeze. You just kind of take it for granted that he's there. And when he's not, you quickly appreciate him a whole lot more.

Unfortunately, this last theory will get a reality check in the next few months when Kirt pulls up stakes and heads south for Los Angeles. There he'll pursue business interests and enjoy life without a race to run every weekend — at least until the folks down in La-La Land realize they have a race officer worth his weight in gold in their midst and drag him out onto the Pacific.

Kirt isn't quite sure how he got into

race management. But his first exposure to it was in the early 1970s when he and the late Jim Boles, who chaired the YRA in 1973, were sailing together. Both members of MYCO, Kirt started out crewing for Jim. But they soon became partners, first in a Tartan 27 and later in a Tartan 30 called *Plaid Pad*.

"When we first brought *Plaid Pad* out onto the Bay, there was some sort of emergency where YRA needed a race committee and a boat," Kirt recalls. "We ended up doing it and that's how we got started."

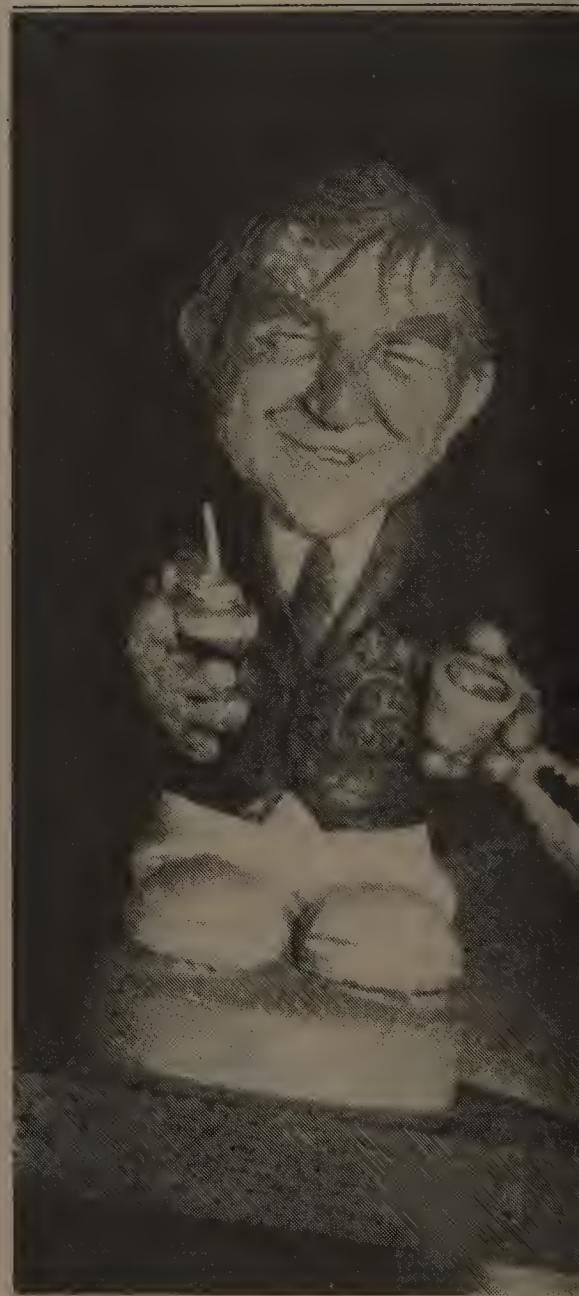
For many years, Boles was a leading light on the performance handicap racing fleet (PHRF) committee. An early computer buff, he set up the first system for the YRA office and programmed the handicaps. According to Kitty James, who knew the pair originally through the Midget Ocean Racing Association and later the YRA, Kirt and Jim were like brothers. As a race committee team, they would go anywhere and do anything to get races run and finishes recorded.

Sailing had been a part of Kirt's life long before that, however. A Cleveland transplant to the Bay Area during his high school years, he briefly sailed on Lake Merritt before going off to college. During World War II, he shipped out on the aircraft carrier *Ranger*. Afterwards, he went to work for a porcelain/enamel company in East Oakland, employment that lasted for some 30 years. He also got seriously into sailing, going into the first of several partnerships on a homebuilt 14-foot sailboat. That was followed by a 20-ft BB11, a Swedish design made of mahogany. The next boat was a 30 footer, also made of wood, with a hogback reverse sheer.

"My friends told me that it was the ugliest boat they had ever seen," he says, "and it had a weather helm that wouldn't quit. We kept moving the mast back in 4-inch increments but we never did correct it."

Next in line was a 36-footer designed for the light airs of Los Angeles with a very tall mast. Kirt's most vivid memory of that boat took place during one of MYCO's early mid-winter series, which originated as an intra-club race. Starting north of the Berkeley Pier before the installation of the Olympic Circle (which appeared in the 1960s), the fleet would go on either a north or south Bay course and return.

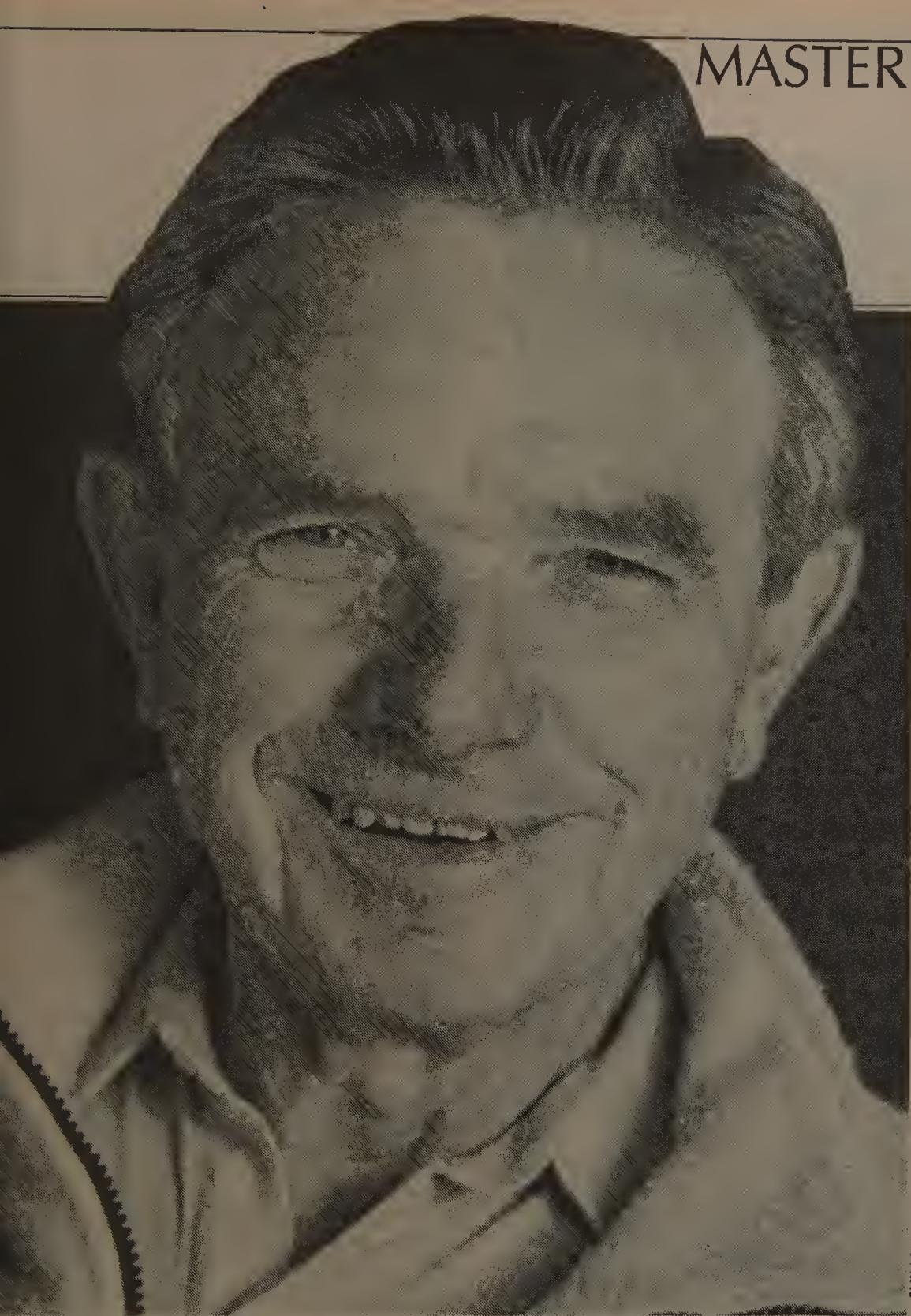
"We were sailing to a buoy off the Alameda Naval Air station in an ebb tide," remembers Kirt, "and the object was to stay as far east as possible. I was concerned about having enough water, but as we sailed



under the Bay Bridge our mast snagged a hanging pneumatic hose, which stopped our forward progress. When the boat straightened up, I realized that we were trapped — the mast was so tall it wouldn't clear the girders on either side! All I could do without wrecking the mast was sail in this little box until the water was low enough for us to sail out. By then, of course, everyone was long gone."

Kirt migrated to fiberglass in the early '70s with a partnership in a Columbia 29. Eventually, he bought out his partner and campaigned the boat in MORA before moving on to the Tartans. He also found himself moving more and more into race management. One of his early efforts as race chairman was the contentious Half Ton Nationals held on the Bay in 1975.

MASTER OF CEREMONIES



SHIMON VAN COLLIE

'Brooks Brothers' — little Kirt and big Kirt.

During that event, Chris Corlett on *Animal Farm* passed too close in front of a freighter and was tossed from a race. The bar pilot onboard had raised quite a stink about the incident, and it turned out that he was a friend of Chris' closest rival, Tom Blackaller on *Petrified*.

Shortly thereafter, another protest was lodged, this time by *Animal Farm*, charging that not all of *Petrified*'s crew were members of the U.S. Yacht Racing Union (which sponsored the championship), as was required by the race instructions. According to Kirt, it seems that the boat's owner had given all the crew money with which to join the association, but some of them had opted to spend it

on beer instead. The resulting furor kept tongues wagging on the dock for months.

Kirt had his own personal relationship with the two skippers, Corlett and Blackaller. Chris' father Maynard and Kirt were good friends, racing rivals and fellow board members of both MYCO and MORA, and Chris crewed for both. When Maynard passed away 20 years ago, Kirt helped set up the Corlett Ocean Race, which still appears from time to time on the MORA schedule, as a tribute to his friend.

Kirt's relationship with Blackaller was a bit more tumultuous, although hardly less intimate. Here's his recollection of their first meeting:

"I had just started racing MORA and I was

a bit timid about a lot of things. We used to start the races early on Saturday morning, so on Friday I took the boat over to the St. Francis and spent the night onboard. In the morning I went up to the club to clean up. I undressed, and as I was about to walk into the shower, a very tall, very lovely blonde woman stepped out of the shower. We were both standing there stark naked and I was, to say the least, taken aback. I panicked and wondered if I had gone into the wrong room.

"Almost instantly, this big guy came out and shouted, 'What the hell do you think this is, the men's shower room? Get the hell out of here!'

"'Yes, sir!' was all I could manage. I quickly got dressed and went back down to the boat, trembling with embarrassment. Later I saw him again and I asked someone who he was. When they told me I just said 'Oh!' It was some time before I went back into the showers at the St. Francis."

Kirt harbored no hard feelings towards Tom, even after another incident several years later. He had been asked to run some elimination races for the Star fleet on the Berkeley Circle. His instructions were to start the first race at noon. Even though only a few boats had showed up, Kirt dutifully fired off the warning gun and started the sequence. Ten minutes later, most of the fleet had arrived except for Blackaller, who was more than five minutes late. He shouted a few epithets in the direction of the committee boat about not waiting until everyone had arrived and then went off to race.

At the finish, Blackaller had surged into first. Kirt and Kitty James recorded his place, and were then amazed to see Tom hand the tiller over to his crew and step from his bow onto the committee boat. His diatribe against Kirt started with an explanation of the proper etiquette of waiting for the important people

"We were
both standing
there, stark
naked. . .

to arrive before starting a race. Kitty protested that she and Kirt were trying to finish the rest of the fleet, which only served

KIRT BROOKS —

to fuel Tom's temper even more. Finally, he called to his crew, who nosed the 22-ft sloop up to the stern of the committee boat and Blackaller stormed off.

"Several other people who were on board said later that if it had been them, they would have pushed him overboard," Kirt says with a laugh. "Of course, none of them did. I did get a letter of apology from the Star class, but as far as I was concerned, that was the wonderfulness of Tom — to be five minutes late for the start and finish first, but still chew me out for not waiting for him!"

Kirt's coolness under fire, either verbal or otherwise, has always been one of his strongest assets. Bobbi Tosse, who will be taking over the Midwinters in Kirt's absence, says that "no matter how bad things get, he maintains his calm."

Bobbi met Kirt during one of several trips to the winner's circle she made as co-skipper of the Coronado 25 *Naressia* in the MYCO Midwinters. "Kirt presented the trophies and always thought it was fun to kiss the women winners," she recalls. Bobbi is also one of the race committee stalwarts at Berkeley YC, and Kirt used to come by after the races. In the early '80s he started talking about having MYCO and BYC co-sponsor the series, a union which took place in 1986.

It was three years before that, however, that Bobbi recalls a classic Kirt story that illustrates his imperturbable character. It occurred during a match race championship on the Olympic Circle attended by many of the West Coast's premiere rockstars. In addition to the committee boat on which she and Kirt were busy with pre-start details, regatta organizers also had a judges' boat to keep an eye on the proceedings. The late Jack Feller, king of the Bay Area rules experts, was presiding aboard that boat. Known for being overbearing at times, Feller had everyone in the race committee shaking in their boots. . . . everyone, that is, except Kirt.

"We were getting ready for a start," Bobbi says, "and Feller comes over the radio saying that he didn't think the starting line was square to the wind. We all looked up and thought it was perfectly fine, but we couldn't come back with that response. Kirt told someone to go up on the bow and rattle the anchor chain in full view of the judges' boat. Then Kirt got on the radio and asked Jack if that was better. Looks fine, came back the reply, and we went ahead with the start."

Kirt's style of management reminds me a lot of LBJ," notes Paul Kamen, another BYC member who met Kirt back in the late 1970s. A UC Berkeley graduate student at



What Kirt hath wrought — start of a Catalina Race.

the time, Kamen and his fellow Cal Sailing Club buddy Sam Goldstein were asked by Kirt to handle protests for the Midwinters. It was a shrewd move, according to Kamen, because Kirt had his hands full running the races. "Protests almost invariably piss someone off, so he wanted to get himself out of the line of fire."

"He sweetened the pot for Sam and me," recalls Paul. "He'd take us out to dinner at the best restaurants at Jack London Square before we heard the protests. For starving grad students, that was a good deal. During those meals, we would gossip. Sometimes

we'd talk about the cases coming up that evening. Kirt stopped short of ever telling us to give someone a break, but he tried to instill his biases. Most of the time our decisions went against his candidates anyway."

Kamen also notes that Kirt excelled at the personality side of dealmaking, and he was master of the 'pocket veto.' If a protest was mailed in from someone Kirt felt was just being obnoxious, he might just put the letter in his pocket and forget about it. "Kirt could sense whether the protester would make a stink or not if the case just disappeared," says Paul.

However he did it, Kirt's influence seemed to make racers happy. The Midwinters blossomed into a favorite event for Bay sailors, drawing as many as 400 entries every other weekend from November through February. The Oakland-Catalina race became 'the poor man's TransPac,' with more than 100 starters in 1989 and 1990. And for the most part, Kirt stayed characteristically invisible.

"A successful race committee is one that's able to tailor an event to what the racers want," he says. "For example, having people go check the notice board might help the committee, but the racer doesn't have time for that, so figure out how to do without it. You also have to set races up so that the truly competitive sailor feels as if he or she has raced fairly. You have to be as precise as you can be and do things to the best of your ability . . . and pray for luck."

He also notes that some committees, for fear of appearing to favor some sailors over others, take a very austere attitude on the water. "If you know you've done everything right, there's no reason you can't say 'Good Morning,'" is all Kirt has to say on that subject.

"Although no one is indispensable, Kirt comes the closest," says outgoing YRA chairman Bob Thalman. "Everybody who appreciates the work involved in race management has lately been expressing a deep gratitude for the enjoyment that he's provided for thousands of people over the years."

Kirt's disengagement with the local sailing scene has been gradual. As mentioned, he's turned the Midwinters over to Bobbi Tosse, although he's promised to fly north once a month this winter to help run the series. He's also moved out of the Oakland-Catalina race, and recently turned the YRA's race management committee over to Ruth Gordon Schnapp, a post they

MASTER OF CEREMONIES

co-chaired for the last year.

These changes represent just some of the passages through which Kirt has been going in recent years. He lost his good friend Jim Boles in 1985, and his wife Sylvia, an ardent equestrian, passed away a couple of years ago. He also recently retired from his second career with the California Water Pollution Control Association to focus on MarCab, his current business which designs and manufactures steel tanks for waste water treatment plants. More stringent anti-pollution requirements (which require such tanks) make Southern California a better marketplace.

"This is a way to gracefully stop what I'm doing and try something else for a change," he says. That something else will still include "fooling around with boats" — this time a recently purchased single screw trawler.

One item he won't miss is the trophy in his likeness that rests in the lobby of the Berkeley YC. Awarded each year to the winner of the Midwinters Champion of Champions Race, the tiny ceramic rendition of Kirt holds little appeal to its real life

counterpart. That's not to say that the prize hasn't been useful, whereon hangs one more Kirt Brooks tale . . .

"Kirt's style of management reminds me of LBJ."

A few years back, the winner of the prize took it home to the Santa Cruz YC. Not eager to get it back, Kirt didn't press for its return. Everyone forgot about it until one day when Kirt travelled south to attend a Windjammers meeting in SCYC. He arrived

early and ordered a drink. The bartender asked to see some sort of yacht club identification to make sure Kirt had reciprocal privileges. Kirt fished out his wallet but couldn't find any appropriate ID. He tried to explain who he was and why he was there, but rules were rules, and as far as the bartender was concerned, no ID — no drinks.

The discussion began to heat up. Voices up an octave, Kirt and the bartender began a second round of negotiations, when all of a sudden the barkeep stopped in mid-sentence and pointed his finger, the glow of recognition sweeping over his face.

"You're the guy in the statue!" he shouted. Sure enough, the stranger's face was the same one on the trophy. With mixed emotions, Kirt was able to satisfy his thirst.

If you've ever competed in the MYCO Midwinters, the Oakland-Catalina, the Windjammers or just about any other YRA race, and you really enjoyed it, you might take a moment the next time you satisfy your thirst to raise your glass in tribute to Kirt Brooks. To your health, sir. Come back to visit any time.

— shimon van collie



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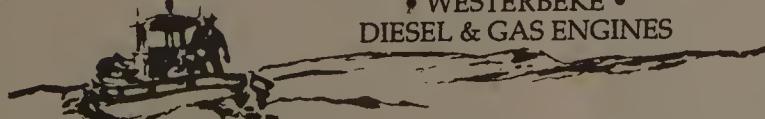
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IDIOT'S GUIDE TO 12-VOLT

Can anyone out there recall a single cruise — no matter if it was a winter in Mexico or a week in the Delta — where the boat you were on suffered absolutely no electrical problems? Show us a man who says 'yes' to that one and we'll show a lying sack of sh . . . er, we mean, someone who really had to wrack his brain to remember that maybe one instance of no trouble.

The fact is, despite new and vastly improved electronic gadgetry coming out regularly, electrical failures seem if anything even more common than they used to be. We're here to tell you that in many cases, boat owners can save a heap of money and time by fixing such glitches themselves.

The fact is, as many as 70 percent of all electrical failures are installation related. In other words, simple interruptions of power that are both findable and fixable by the average boat owner. Further good news is that you don't need to know any complicated electrical theory to do it. Even if you botch the whole thing and somehow end up doing a voltage test with your tongue, 12 volts isn't going to kill you. Just be absolutely sure your shorepower is unplugged whenever you do anything electrical, though, because 110 volts can kill you.

In this first of two parts of *The Idiot's Guide to 12 Volts*, we're going to tell you how to find the most common electrical problems on boats. Next month, we'll detail how to make long-lasting fixes, as well as how to put together a proper 12-volt tool kit and parts drawer.

Electrical current flows through a boat's wiring in much the same way as blood flows through our arteries and veins. From a central power source — the battery on a boat — positive 'juice' supplies power to outlying systems via an intricate network of vessels, while negative current completes the circuit back to the battery. In most marine applications, these positive and negative leads run side by side inside a single large 'power cord'.

In an averagely-equipped 38-ft boat, between 600 and 700 feet of wiring may be used to transport this 'life's blood'. To carry the analogy about as far as it's going to stretch, if half the care went into wiring boats that Mother Nature took in plumbing our own circulatory systems, marine electricians would be lonelier than Maytag repairmen.

Fortunately for them, your average recreational boat is rife with electrical problems just waiting to glitch. Plus, the marine environment is as hostile as they come if you're an electrical system. All the major enemies are there: salt water, salt air and moisture — just waiting to attack and ruin any exposed wiring or connections in surprisingly short

HOW TO USE A MULTIMETER

A good multimeter is an indispensable piece of equipment for anyone serious about maintaining their boat's electrical system(s). Boat owners who don't already have one of these intimidating-looking gadgets should opt for a digital unit. Being easier to read — or more accurately, harder to misread — the digitals are more user friendly than analog (dial) multimeters. Generally speaking, digital multimeters are also harder, more reliable, more accurate, more compact, and more feature-packed for the money. Some include an audible beep when certain tests are performed, and Radio Shack has one that actually talks!

Digital multimeters start at under \$50 and go up to several hundred. Don't get a top-end one unless you think it'll impress the babes — you'll never need the extra features or accuracy. Likewise, don't bother with really cheapie meters. \$7.98 meters won't last and you can't trust them.

To protect a multimeter from the harsh environment aboard a boat, it's a good idea to store it in a plastic bag or tupperware container. Ours stays in its special pouch, too, along with the instructions.

The first thing you need to do when using

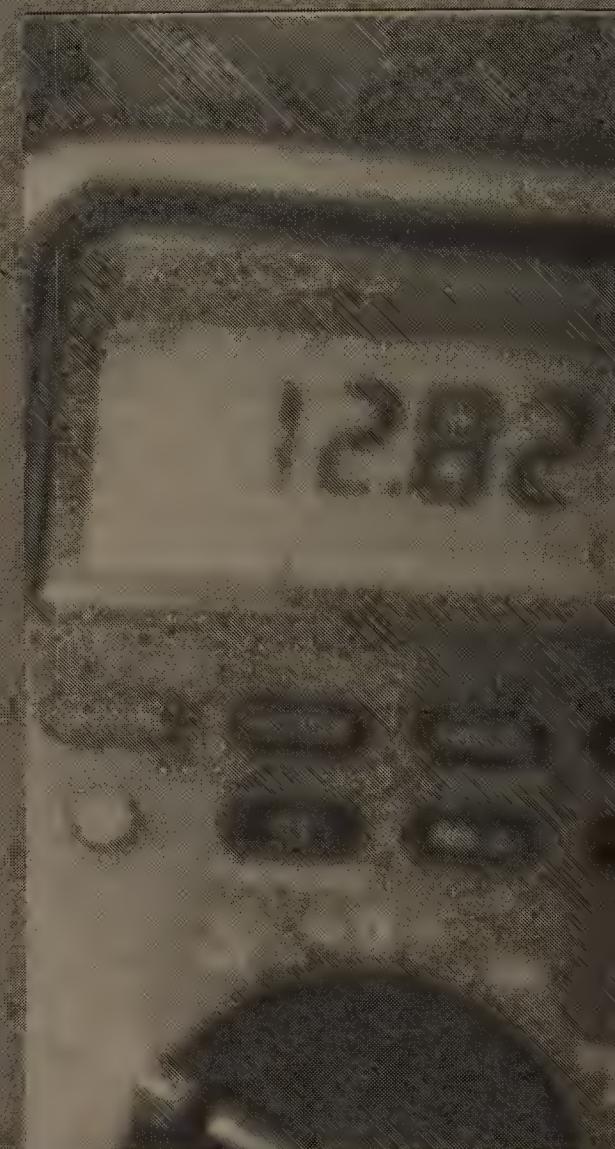


To test continuity, touch multimeter leads to ends of wire (the white one here) with meter set on 'ohms'. It should read at or near zero.

any multimeter is read those instructions — if not entirely then at least for voltage and continuity testing, the two tests we'll be order.

There are two types of disorders we'll be addressing this month: breaks and shorts. Breaks occur when, through corrosion, pinching or actual physical breaks in wire, continuity is broken. The reason the instrument isn't working because it's not getting any power.

Shorts occur when a positive wire inadvertently comes in contact with a negative wire or, on some boats, with the 'bonding system'. (In the latter, all major metal components in the hull are wired to ground.)



doing. Otherwise, if you set it wrong, it'll give the wrong readings and get you so screwed up you're liable to opt for a career in advertising. Double check the instructions for where to plug in the leads, too, as most meters have a number of different holes. Once that's squared away, you're ready for business.

A voltage test determines if the proper amount of power is flowing through a wire. It's akin to measuring the amount of pressure flowing from a garden hose. To test for voltage, turn the dial to the proper voltage setting. Digital meters usually have only one or two settings for volts; our old analog

Shorts are caused by corrosion, improper splices or a wire's insulation being chafed away.

Enough foreplay. Now imagine the failure of your choice. Or maybe you don't have to imagine: On the first evening sail in months, you flip the switch for the running lights and — nothing happens. Or you're coming into an unfamiliar Mexican anchorage, diligently following the fathom curve when your depth sounder suddenly gives up

TROUBLESHOOTING, PART I



With meter set on 'volts' and main panel switch 'on', you should have 11 to 14 volts coming through the power cord.

meter has eight — just one example of how much more idiot-proof digitals are.

Then it's just a matter of touching the leads to the positive and negative sides of the wire — with the main panel switch 'on' — and reading your voltage. This is easy if your power cord unplugs from the back of the piece of equipment being tested (such as in the photo); and hard if it doesn't. *Important* — Some plugs have more than two holes or prongs. Check the instruction manual for the piece of equipment if you have any doubts

the ghost. Or your expensive new radar cuts out as soon as the fog rolls in. . . .

What the heck do you do now?

If money is no object, and it happens close to home, you proceed back to your slip and call the nearest marine electronics tech — no 'land' electricians, please! But if you want to tackle the problem yourself — or you're out in the middle of nowhere and have to tackle the problem yourself — here's how to do it with a minimum of equipment. In a best-case scenario, we hope that will include a digital multimeter and the instruc-

about ones to test!!!! Light fixtures can be tested by unplugging the bulb and testing inside the socket. Anywhere from 11 to 14 volts is an acceptable reading. Anything below 11 volts indicates something amiss. See the text.

A continuity test determines the quality of an individual wire — this time you're checking for restrictions in the 'hose'. Set the dial to 'ohms', then touch one lead to one end of the wire, and the other to the other. (Obviously, the length of wire you can test is limited to the length of your leads.) The reading should be at or near 0. If it's not, replace the wire.

tion manual for the faulty piece of equipment. In a worst-case scenario, a cheapo voltage tester — from here on out referred to as an 'idiot light' — or no tester at all will have to do.

- 1) First off, before you go crazy with wire snippers, pocket knives and heathen chants, try some common sense.
 - a) Is the battery switch 'on'?
 - b) Is it just one piece of equipment that's not working, or is the whole main panel out? (Try flipping the battery switch back and

forth a few times [engine off!] — despite being 'built to take it', they can go bad, too.)

c) If it's just one component, was it just installed recently? (If yes, check connections behind panel and behind instrument.)

d) Have any holes been drilled recently that could have severed wires? (Check wires in area of new holes.)

e) Have any bulkheads or other things been installed that could have pinched them off? (Check it out.)

f) Does the mischievous component go on as soon as you get up from the chart table, but cut out when you sit down again? (Pinched wire somewhere around chart table seat.) You get the picture. Common sense can save a lot of time when chasing down an electrical glitch.

2) If the problem seems to be with only a single piece of equipment, the next course of action is to determine if it's the component or the wiring that's at fault. That means checking breakers or fuses and, in the case of lights, changing bulbs. Note that some instruments will have an in-line fuse in addition to a fuse or breaker at the main panel. It's usually located within a foot or so of the instrument.

If there is a blown fuse, and the replacement blows; or if the breaker immediately flips itself off every time you turn it on, you have a short somewhere. Skip to step 7.

3) If the fuses are good, the bulbs are okay, the main panel switch or breaker stays on, and everything else aboard seems to be working okay — except that one pesky component — try this: undo every connection that's built to be disconnected, check for corrosion or significant tarnishing, clean or replace if necessary and reconnect. This means that, if you haven't done so already, you'll be taking fuses out of their carriers, unplugging any push-in type plugs from the backs of instruments, and so on.

The corroded plug pictured on these pages is a good example of what you may find. In fact, it's identical to one that used to power the depth sounder on a boat we used to own. It was located atop a cabinet near an oft-open port, where salt spray made short work of it. A new plug — and a port that stayed closed while underway — solved the problem.

However, the problem could be far more subtle. Fuse ends, or the little prongs into which they snap, don't need to show a lot of corrosion to break contact. Caution: those on the way out will often heat up, so don't just go a-yanking until you're sure they're cool. If in doubt, shine the prongs up (emory paper or an ink-erasing 'pencil' works great for this) and plug in a new fuse — of the same rating, please!

IDIOT'S GUIDE TO 12-VOLT

4) If you haven't achieved success yet — sorry, pal, but the fun part's over. If you have a multimeter or Idiot light (\$5 at any auto parts store), now's the time to dig it out. In a pinch, you can substitute a jury-rigged 12-volt bulb as one of the latter (see photo).

alternator on the engine, or a faulty shorepower charging system. Accurate testing of batteries and charging systems

The main panel exploding into flames is a dead giveaway that something's amiss.

Start at the easiest end. If the wires behind your component are more easily accessible than those behind the main electrical panel, check there first.

Multimeter folks — Pull the plug, look in the instruction manual for the pins or holes representing the positive and negative leads, and read your voltage (see multimeter sidebar). If you have no manual, it's usually safe to assume that a red lead is positive and a black, negative.

If the piece of equipment is 'hard wired' (no removable plugs), start at the panel end first. One of our objectives is not to violate any wiring until absolutely necessary.

With the main panel switch turned 'on', you should read 12 volts (it may actually vary from 11 to 14). If you read 12 volts, but the instrument still won't come on, go on to step 5. If you read 0 volts, skip to step 6. If you get only, say, 9 volts, it's time to interrupt our regular programming for:

Low Voltage Troubleshooting

The three main causes of low voltage are low batteries, corrosion damage or inordin-

should only be done by a professional.

However, you multimeter folks can at least get an idea of what's going on at the battery. Check it — stick those leads right against the terminals — with the engine and charger off, then with the engine or charger on (separately, of course). A passable battery should show around 12.6 volts at rest.

A low battery, when put on either a shipboard or shorepower charging system, should show a big increase in voltage. Conversely, a fully-charged battery should show only a small increase in voltage when on a charger. (Hint: some alternators don't kick in until about 2,000 RPM, so you may need to rev the engine into that range — *in neutral* — to detect a charge.)

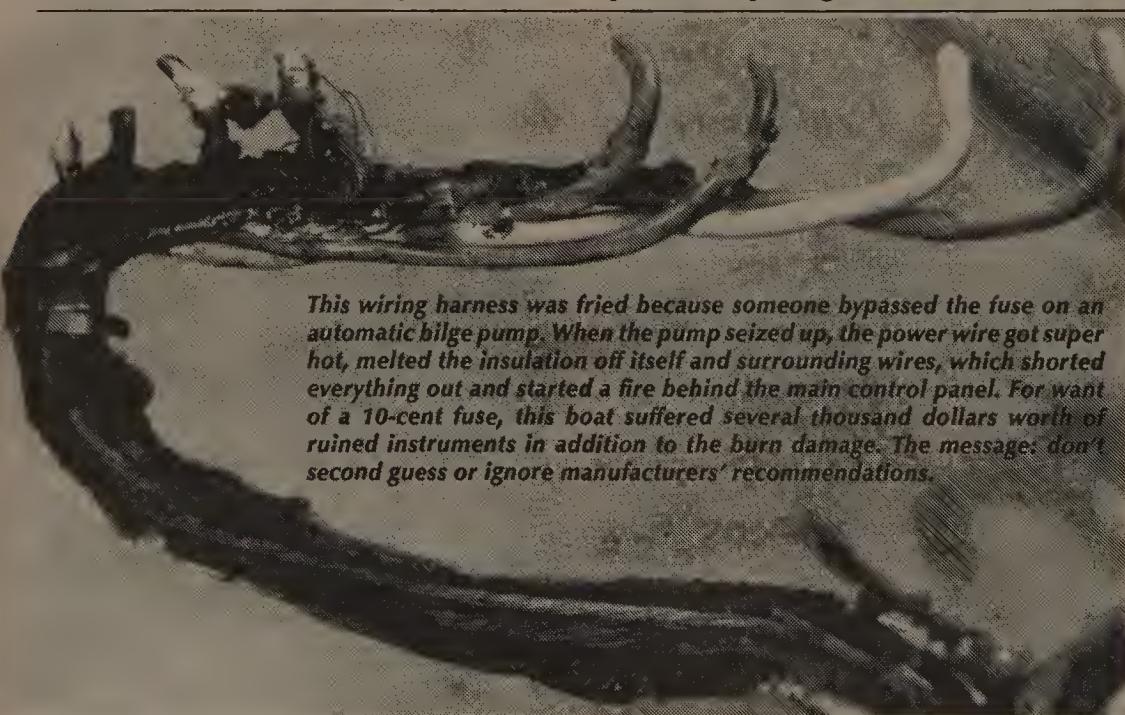
(If you plugged your shorepower in to do this test, unplug it again now.)

Our old buddy corrosion is the second possible cause for voltage drop. If it's 'infected' a wire to the point that all but a few of the copper strands have rotted away, the wire may not be able to carry full voltage. If corrosion is the culprit, skip to step 7 and plan on replacing as much of the wire



recently installed, the length of the wiring run may be the problem. A large-draw item — such as a VHF when it's transmitting — will work dandy with the 5 to 10 feet of 18-gauge wire that it comes with. But if you have to run 30 to 40 feet of wiring to get power to it, 18 gauge may be too small. The fix could be as simple as going to the next thicker gauge of wire — in this case, 16 or even 14-gauge (the numbers go down as the wire gets bigger) — but we'd consult a pro just to make sure.

Final notes: a) Some low-voltage problems will only show up when a piece of equipment is on. In other words, with no 'load', the wire by itself may show a healthy 12 volts — but when it's plugged back in, the draw of the equipment will cause a drop in voltage. (Use the hose analogy in the multimeter sidebar to visualize this: With no flow going through a garden hose, you may read



This wiring harness was fried because someone bypassed the fuse on an automatic bilge pump. When the pump seized up, the power wire got super hot, melted the insulation off itself and surrounding wires, which shorted everything out and started a fire behind the main control panel. For want of a 10-cent fuse, this boat suffered several thousand dollars worth of ruined instruments in addition to the burn damage. The message: don't second guess or ignore manufacturers' recommendations.

nate length of wire.

Low voltage at the battery can be the fault of an old, worn-out battery, a bad

between the instrument and main panel as possible.

If the non-working component was just

TROUBLESHOOTING, PART I



Aha! The lower plug was the culprit in this case of troubleshooting. It corroded to the point that current flow just stopped.

plenty of pressure. But as soon as you open the nozzle, a restriction will be readily apparent.) What this means to us, fellow idiots, is that whenever possible, we need to test the suspect wire both by itself and with it plugged into its instrument (with the switch 'on'). b) Generally speaking, low voltage won't hurt most components. However, as 'extra insurance', many instruments are designed to shut off automatically when the voltage dips below a certain level.

Now back to our regular programming. **Idiot Light People** — Using the same basic guidelines as the Multimeter folks, see if you can get your little light or whatever to glow, which indicates some voltage is pres-

ent. If you do, go to step 5. If you don't, step 6. You cannot test for voltage drop without a multimeter.

5) If you read 12 volts at the instrument, or your idiot light is lit — but the piece of equipment still won't work — there's most likely a problem with the piece of equipment itself. We'd like to impress you with how we can tear down and rebuild a radar scope blindfolded and with one arm tied behind our backs, but that would be just a tad beyond the scope of an 'Idiot's Guide'. (And a tad beyond reality, too.) Instrument repair is a job for a pro.

6) If you don't get 12 volts at the piece of equipment, it's time to get behind the control panel and check for power coming out of the switch — again, make sure it's 'on' and any fuses are good. If you do get 12 volts there,

congratulations. You've just narrowed the problem down. You now know the glitch is somewhere between the main panel and the piece of equipment — in other words, in the wiring. Skip to step 7. If you don't read any voltage on the on-off side of the main switch, then check the 'hot' side. Just because everything else on the panel works doesn't necessarily mean that the switch in question is getting power. If 12 volts is coming into the switch, but nothing's going out, the switch itself is faulty. If there's no on the hot side, keep tracing 'backwards' toward the battery until you find the problem.

7) If the problem is low or no voltage between the main panel and your non-working device, or if you've skipped to this step because your breaker or fuse keeps blowing, change into some old clothes because it's get down and dirty time. You'll need to trace every inch of the wiring from the panel to the piece of equipment (or vice versa — again, start at whichever end is easiest). That often involves nosing into cabinets, getting behind cabin liners, crawling through bilges and/or feeling around blind corners. Again, you're looking/feeling for any abnormalities: breaks, corroded connections, corroded plugs, pinched wires or exposed wires touching each other or something else they shouldn't be touching.

The pros bring many senses into play during wiring traces: **Sight** — is the wire coming out of the main panel different in color, texture, shininess, thickness or brand name than the one going into the instrument? If so, the two are joined together somewhere else, and that joint is a likely suspect for the fault. **Touchy-feely** — visually tracing wires throughout a boat is often impossible. You may need to literally 'let your fingers do the tracing' if all else fails. If your wire is part of a harness full of similar ones passing through a bulkhead, having someone jiggle it from one side will help you refind it on the other. **Smell** — shorts in wiring often emit that telltale acrid smell of fried wiring, particularly if they've toasted a whole harness full of neighboring wires. The main panel exploding into flames is another dead giveaway that something's amiss.

You've finally found the culprit — an old splice turned green or black, and possibly appearing powdery or goopy. The wire ends will often appear 'rotted', and will sometimes come asunder at the slightest tug. Shorts often appear similar to breaks if the wiring is this bad, but as mentioned, they may also be the result of a simple chafing problem. Oh yeah — if yours is like most boats, don't be surprised if the problem connection turns out to be located in an area that hasn't been

12-VOLT TROUBLESHOOTING, PART I



accessible since before the deck was put on.

But wait! Before you start cutting and stripping, we reiterate: Salt water, salt air and moisture is insidious. Just as rivulets of spray find their ways down your back through the best foulies, once one or more of

Need a quickie? Any 12-volt bulb can be made into a voltage tester by soldering short lengths of wire onto its ends.

the big three invade wiring, they can 'wlck' their ways along at an amazing rate, destroying the copper core. And we're not talking

just an inch or two. The co-author of this article once discovered that corrosion had traveled the entire length of a wire that once powered a boat's masthead lights — 60 feet! That particular 'installation-related' problem originated at the factory — the wire wasn't sealed properly at the masthead.

And wait again! If the connection you found has the look of a professional installation — in other words, an easily-accessible, well-sealed splice with lots of 'overkill' shrink wrap, extra loops of wire tucked nearby and so on, chances are good that it's not the problem area. Splices done correctly (and those in easily accessible places) rarely go bad. Keep checking.

When wiring goes bad, the very best course of action is to replace as much of it as possible. Though if you're out in the middle of nowhere, it's certainly okay to make whatever quickie repairs you can, then wrap well in electrical tape until you can make a proper repair. We'll tell you how to do that next month.

— eric steinberg and latitude 38



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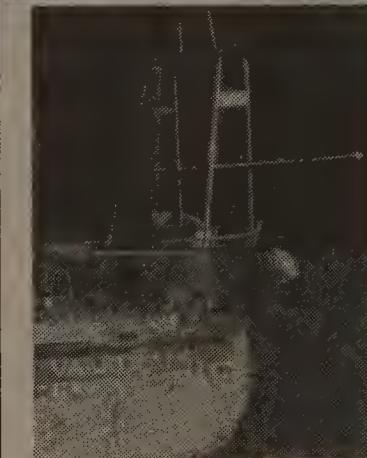
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It was a simple enough question. At least, I thought it was a simple enough question. But each one of my crew had a completely different answer.

So I asked again: "What's the course to the next mark?"

My regular tactician, who is usually very well prepared for questions like this, looked at his table of mark-to-mark courses and said the course was 339°.

But the foredeck crew, who has been racing on the Olympic Circle for years, said I should aim for the top of Brooks Island.

Meanwhile the mainsheet trimmer, being mathematically inclined, mumbled some calculations and then stated authoritatively that the course to the next mark was 337.5°.

The winch grinder advised me to steer a little to the right of the big green gas tank.

And Lee Helm, who had been persuaded to drop in for this race, said the actual course was 342° magnetic.

"Come, on, crew!" I moaned. "Can't you all agree on something as simple as a compass course?"

"339° is right off the chart."

"The shore range has been Brooks Island as long as I've been racing."

"Has to be three-sixty minus twenty-two and a half, which is 337.5°."

"Hey, what'd they do with the green tank?"

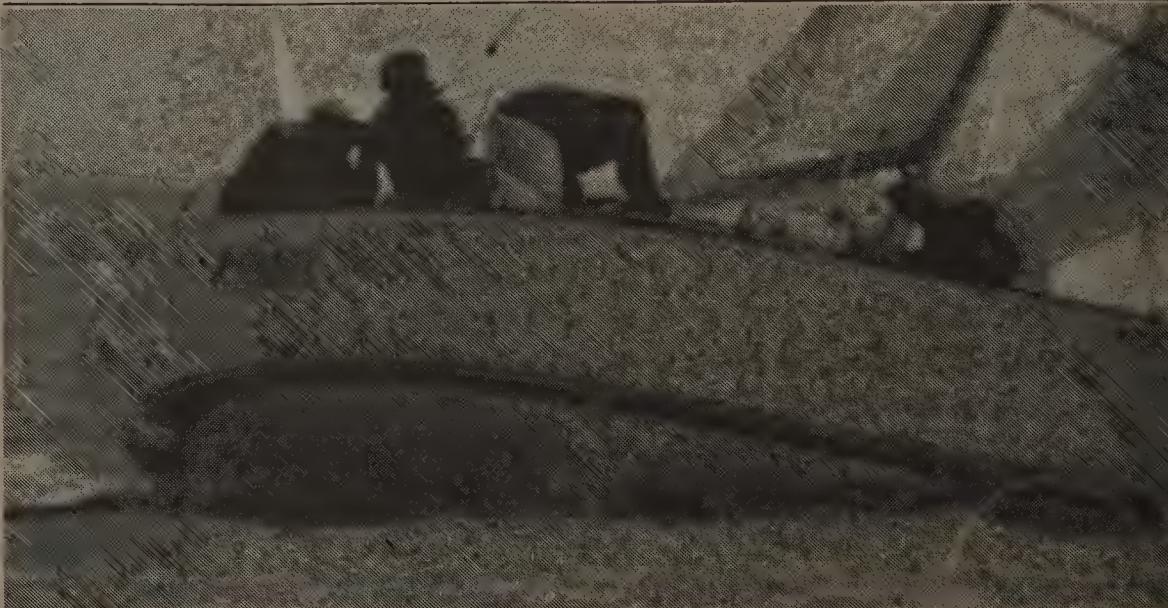
"But like, the actual course is 342°."

A sixth opinion, from the grinder's girlfriend who was down below preparing to serve the sandwiches, confirmed my tactician's number. "Three-three-niner," she yelled up from the chart table. "I just checked it on the chart."

"Okay," I said calmly, thinking to myself that this would be the last time I'd have a crew made up almost entirely of graduate students. "I'll steer for Brooks Island. Maybe a little higher if I need to heat it up for speed."

"You'll be high," said Lee. "I mean, the mark isn't where the chart shows it."

"Has to be," said the mainsheet trimmer. "The buoys are in a circle, two miles in diameter. And the D to A leg is parallel to C to B, which is 22.5° west of due north." And



attention back on the spinnaker they were supposed to be flying. We were in a reasonably good position two legs into the race, and I was not going to let our boat speed go down the tubes while we argued over this navigation exercise.

"Who wants roast beef, who wants shrimp salad, who wants turkey?"

We all called down our sandwich orders, and I reminded the crew that even though this was 'just' a midwinter race, I didn't want everybody eating at the same time.

"Switch to the light spinnaker sheet?" suggested the trimmer.

"Yes, good call. Looks like it's fading some more. I'm going to have to sail higher."

"We're 15° above rhumline," advised Lee while the sheet was being switched.

"I know, but the wind's going to fill from the west. Sail high in the lulls, down in the puffs. We're better off going high for speed early in the leg, and then bearing off with more wind later."

"Absolutely correct — if it fills," she answered.

The 'G-spot' — one of the most rounded windward marks on San Francisco Bay.

D leg was extremely non-standard, and even though one of my crew seemed to know the shore bearing, I couldn't ever remember sailing this leg before. The wind had already died and backed around to the west as predicted, but it was very fickle. And now we were sailing considerable farther to the west than our competitors.

"If the wind fills from the west we're golden," stated the tactician.

"And if it comes in again from the northeast," said Lee, "we're hung out to dry."

"What's the course to the mark from here?" I asked after a few minutes of sailing on this heading.

"To the right of Brooks," said the foredeck crew.

"We're being helped by the flood," said the mainsheet trimmer as he looked back over the stern at the previous mark. "Reverse of 337.5° is — let's see — 157.5°. We're only tracking about ten degrees high and we're a little more than a quarter through the leg, so the course from here is 341°."

"The chart shows it's two degrees lower than that," advised my tactician.

"But like, if you go out and check where it really is," said Lee, "it's more to the east. And a little too far south, also."

"I still can't believe that they took away the big green tank," said the grinder.

"LORAN bearing is 344° magnetic; range 1.72 miles," called out the grinder's girlfriend from the nav station.

"How did you do that reciprocal course so fast?" asked the tactician, referring to the mainsheet trimmer's stern bearing.

"There's a neat trick I use," he explained.

"The mark isn't where the chart shows it."

then, yelling down the hatch, "Check that course again! It's got to be 337.5°!"

"When did they take that tank away?" asked the startled winch grinder after scanning the horizon to the north.

"Sheet!" I yelled, trying to get the crew's

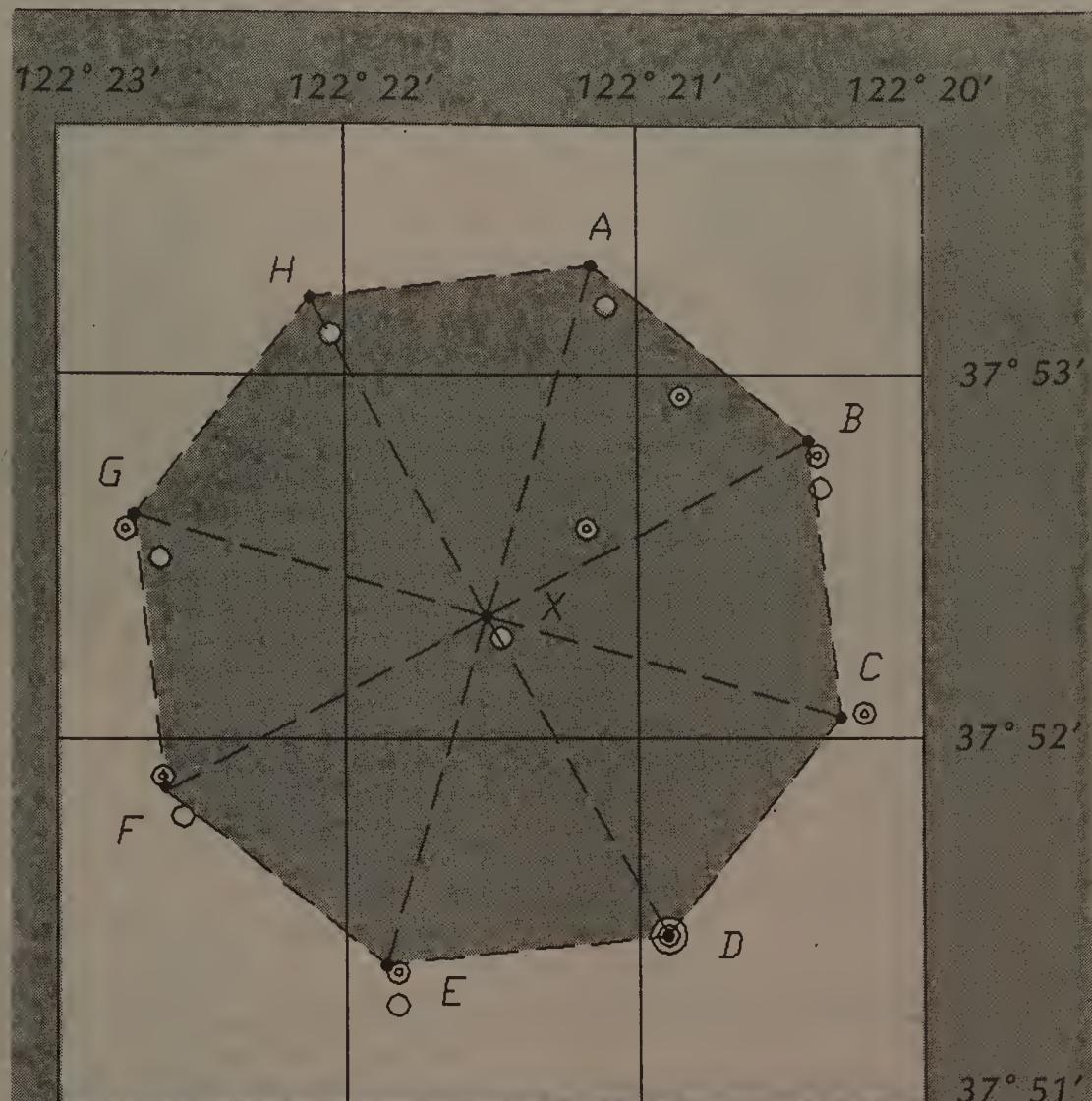
There was some tension on the boat as we ate our lunch. We had started in a light northerly that was almost certain to die and be replaced by a westerly, so the committee had signaled the 'windshift' course. This A to



"You just make sure the course is in three-digit format, like zero-six-five or two-nine-zero, for example. Then if you can subtract two from the first digit, you do that and add two to the second digit. If you can't subtract two from the first digit, then you add two to the first digit and subtract two from the second. Except for special cases, like if the first digit is less than two and the second digit is eight or nine, or if the first digit is two or three and the second digit is"

"Hey! Knock it off!" I scolded. "Just tell me where the mark is!"

They immediately returned to the debate



- CORRECT BUOY POSITIONS
- CHARTED BUOY POSITIONS
- ◎ ACTUAL BUOY POSITIONS

(As of 10/20/91)

SECRETS OF THE CIRCLE

CORRECT POSITION

ACTUAL POSITION

ERROR (N.M.)

CHARTED POSITION

ERROR (N.M.)

	LAT	LON	LAT	LON		LAT	LON	
X	37 52.34	122 21.51	37 52.58	122 21.17	0.36	37 52.28	122 21.46	0.07
M	37 53.30	122 21.15	37 52.94	122 20.85	0.43	37 53.19	122 21.10	0.12
A	37 52.82	122 20.40	37 52.78	122 20.37	0.05	37 52.69	122 20.36	0.13
R	37 52.06	122 20.29	37 52.07	122 20.21	0.06	37 51.94	122 20.29	0.12
K	37 51.46	122 20.90	37 51.46	122 20.90	0.00	37 51.46	122 20.90	0.00
E	37 51.38	122 21.86	37 51.36	122 21.82	0.04	37 51.27	122 21.82	0.11
F	37 51.86	122 22.62	37 51.90	122 22.63	0.04	37 51.79	122 22.56	0.08
G	37 52.62	122 22.73	37 52.58	122 22.76	0.05	37 52.50	122 22.64	0.14
H	37 53.21	122 22.12	MISSING			37 53.11	122 22.05	0.11

Correct positions based on variation = 16.25 degrees
and mark D located at 37 51.46 x 122 20.9

MAX EBB — CIRCULAR LOGIC



about the actual mark locations, until the grinder made the issue moot.

"Mark in sight," he announced. "Two o'clock."

"Two o'clock is a whole 60° off course," said the mainsheet trimmer. "Is it really that far to leeward?"

"That boat over there on the other tack — they're passing in front of the mark — right . . . now!"

"Okay, I got it," said the tactician a few seconds later. "About 30° to leeward." "That far down?" I said. "That's not what the LORAN says."

"For sure," said Lee. "Everybody knows that the marks can be out of position by a few hundred meters. But what most navigators don't realize is that the charted buoy locations are off station also. I mean, most of the buoys this year are placed more accurately than their locations according to the government chart."

"Keep it high for speed," advised the tactician.

"How is that possible?" asked the mainsheet trimmer. "Doesn't the chart show the correct location of each mark?"

"Those are the locations I entered into the LORAN," said the tactician. "They usually work out pretty close."

"The chart is based on an aerial photograph, and the marks were far from perfect that year."

"So there are really three locations for each mark," concluded the mainsheet trimmer. "The charted position, the actual position and the correct position."

"For sure, for sure. And the correct position even changes slightly from year to year, because magnetic variation changes. Mark D is the only fixed reference point, so if variation changes by a degree, which is about what it did since the Olympic Circle was first laid out, the marks on the north side

Don't look now, but the tank is gone. (This is an old picture.)

have to move by about 200 feet."

"By the way," I reminded the crew. "Anybody see the committee boat? Isn't the line restricted on this leg?"

Everyone looked ahead and to windward.

"There it is," said the tactician. "We'll go below the line on this heading, no problem."

"But look at that boat sailing through it now," exclaimed the mainsheet trimmer. "Aren't they the ones who beat us in this series last winter?"

"Sure are!" said the grinder. "And they're sailing right through the start/finish line!"

"Are you sure?" I asked, not wanting to take my eyes off the spinnaker, since with no one paying attention to trim I had to steer to keep the break in the luff.

"No question. Let's flag 'em!"

The tactician had a protest flag in his pocket, and he took great pleasure in fastening it to the backstay with a couple of rolling hitches.

"Wait a minute!" said the foredeck crew. "They're turning around . . ."

Sure enough, our competitor had doused their spinnaker and was returning to the start/finish line.

"They're going to unwind! They can't do that!" said the grinder.

"Actually, they can," said Lee.

"Depends on the sailing instructions," said the tactician. If they say 'leave an obstruction on this side' then you can unwind. If they say 'don't sail through this line' then you can't."

"No, it depends on whether the instructions specifically call out Rule 51.4 and modify it. Look at Appeal Decision 118 — the RC used basically the same wording as in

the instructions for this race to restrict the line, and unwinding is okay."

"Can't be! Crossing the line violates a sailing instruction, irrespective of whether 51.4 is modified . . ."

"Trim!" I yelled, not quite in time to prevent the spinnaker from collapsing.

"Let's pay attention, folks. We'll file the protest and let the protest committee sort it out. Keep this boat moving!"

T

he wind finally began to build, and our boat speed gradually improved. But instead of a sharp wind line that would get to us first, it seemed to build evenly across the course. If anything, the wind was stronger inshore, so our strategy resulted in little, if any, gain. The next leg was from A to G, a nearly square beat into the new wind. The wind shift course was doing its job.

"Course is 225° ," said the tactician just before we rounded, after glancing at his list.

"That checks," said the mainsheet trimmer.

"Except that it was 240° all summer, when A was off station."

"But it's been re-set."

"No, it's still way too far to the east and south . . ."

"Hey!" I had to interrupt again. "It's a beat, we can't sail a compass course anyway. I'm sure we'll see the mark before we overstand. Everybody ready for the drop?"

The crew jumped to their stations, and we doused the chute as we rounded the mark, still in a good position in our fleet.

"Let's hold port tack for a while," recommended the tactician. "We'll be on the right side of the wind bend, and maybe get some tide relief under Brooks Island."

Three of the crew started to debate the merits of this strategy, but I cut them off. The tactician had made the call, and we'd stay with it. I had the bag of cookies passed around to keep them quiet.

W

"Why do you think they call it Brooks Island, anyway?" pondered the grinder, with his mouth full of Mint Milanos. "Who was Brooks?"

"The name goes way back in local history," said the foredeck crew. "Has something to do with a certain race committee chairman of a nearby yacht club. Apparently he's run races near this island as long as anyone can remember."

And that was the only statement made all day that nobody argued with.

— max ebb



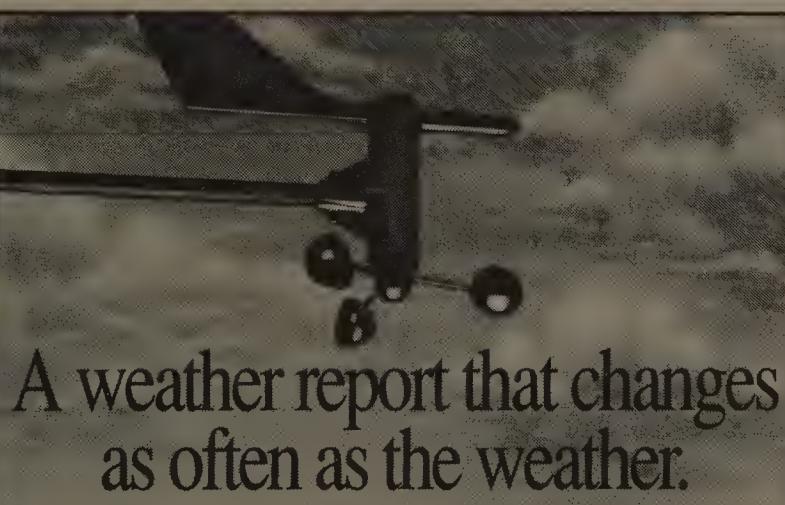
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The 1991 sailing season is going, going... *GONE!*

And every October—despite distractions big (earthquakes, fires and stock market crashes) and little (the World Series, complete this year with tomahawk chops and homer hankies)—we dutifully hammer out the first installment of *Latitude 38*'s annual three-part salute to our San Francisco Bay season champions. Like baseball writers haunting locker rooms for post-game interviews, we hung around yacht clubs searching for the nine 'boys of summer' you'll meet in the following pages.

At the plate this month are winners from HDA, IMS, NCYSA and the Etchells fleet. The ODCA (one design) heroes are in the on-deck circle for next month; two months from now, batting clean-up, will be OYRA (ocean), SBRA (dinghies) and WBRA (woodies). If you're striking out deciphering the acronyms which comprise this month's top of the order, allow us to explain.

The Handicap Divisions Association (HDA) consists of five fleets, which race under the PHRF rule. Participation in HDA shot up from 60 boats in 1990 to 75 this year, partly because it picked up some newly disenfranchised one design classes such as the Merit 25s and Islander 30s. The season also was expanded to 12 races (with two throwouts); as usual, the Vallejo Race was the most popular event. "We're alive and well," claimed incoming HDA president Bill Keith (254-0881).

"So are we!" asserts local IMS president Craig Brown (332-3890). Currently, 32 boats are racing locally under the International Measurement System. Their season is long: 23 races/8 throwouts between

February and October, and it includes six ocean races (IMSO, a subset of IMS, produced its own winners, whom we'll meet in the January issue). "We expect 40 or 50 boats next year," said Brown, who admitted the rule isn't perfect, but what is—besides *Latitude 38*, of course. "Both locally and nationally we're wrestling with how to rate older boats against the 'designer' IMS boats."

As one designs, the local Etchells fleet has no such problems. In fact, this powerful independent organization just enjoyed its best season ever, culminating in the Dennis Conner-dominated Worlds on the Berkeley Circle in August. "It's the best sailing on the Bay," claimed president Bill Barton of their 29 race/7 throwout season. For next year, the Etchells class has adopted a 628-pound weight limit, which could encourage even more sailors to join the class. To learn more, call Barton at 775-9222 or the always entertaining Etchells hotline (331-E222).

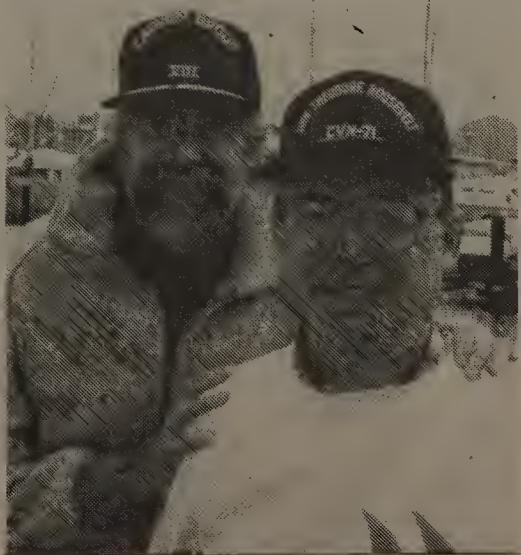
The Northern California Youth Sailing Association (NCYSA) continues to provide a 'Little League' circuit for minors. Last summer's schedule included four weekend regatta/symposiums, the highlight of which was the Full Circle Regatta. Because there is no overall winner of NCYSA, we asked its founder Patrick Andreasen (457-9374), to make a fielder's choice as to whom we should interview (you'll meet this budding Babe Ruth in a minute). "Next summer, NCYSA is adding a keelboat regatta to the schedule," added Patrick.

Okay, enough on the sailing. Let's not drag this thing into extra innings. Grab a beer and find your seat—the game is about to begin. Ummmm, baby!

— *latitude/rkm*

SEASON CHAMPS, PART I:

HDA — H Centurion 42 *Contessa II*



Cox (left) & Dedo
Cal Sailing Club

Gordon Cox, a counselor at UC Berkeley, grew up sailing on the Estuary and Lake Merritt. "My dad was a sailmaker and a yacht broker," he says. "I didn't have much choice!" Cox owned a series of boats (El Toro, Penguin, Ranger 20, Gladiator, Catalina 27 and a Hood 38) before graduating to his current steed four years ago. He owns *Contessa II* with Herb Dedo, a doctor from Hillsborough who formerly owned the Islander 36 *Contessa*. When racing, Cox steers upwind and Dedo steers downwind.

Pulling the strings on the Henri Waquiez-designed, French-built beauty are Jeff Calder, Chris Casey, Myles Cagney, Sigrid Dedo, Dean Dietrich, Soren Hoy, Eric Klaussen, Paul Marbury, Rick Mori, Ward Newmyer, Russ Sheppard, Pauline Valez and Fred Wade II and III. "Our whole crew, including me, has improved a lot," said Cox.

In fact, the partners "welcome all comers" in HDA-H and hope that the turnout picks up in '92. They briefly considered switching to IMS, but were reluctant to get into a "spending war" or sail against pros. "We're true amateurs," admits Cox. "Sailing's not much fun if you don't have a chance to win."

Recently, Gordon returned from the Yankee Cup to find the Big Fire threatening his Oakland house. It stopped two blocks short, close enough that Cox hosed his roof three times and evacuated three carloads of stuff. "I grabbed my pennant from winning the Vallejo Race last year," he confesses. "You can't buy another one of those!"

2) Rubber Ducky, Hobie 33, Lee Garami, RDYC;
3) Lykken, Ben. 405, Steen Moller, TYC. (15 boats)

HDA — J Olson 911S *Wavetrain*



Rick Caskey
Berkeley YC

"A winning boat invariably has a good crew," stated Rick Caskey, "and *Wavetrain* has the best!" While other happy owners might dispute that claim, none can match *Wavetrain*'s 1991 record: she ran away with HDA-J for the third time (previous wins came in '86 and '88) and then capped the season off by winning the Yankee Cup (see *The Racing Sheet*). In blitzing their class this season, Caskey & Co. posted the best record in all of HDA — 6 bullets and 2 deuces.

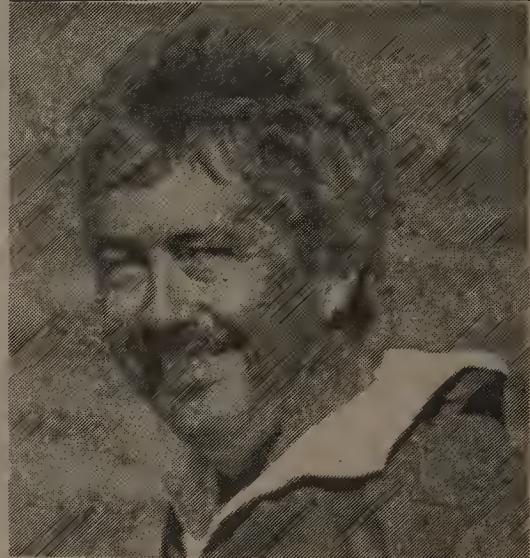
Sailing with Rick this year were 4-year veterans Jayme Gallenson, Glen Garfein, crew boss Frank Laza and tactician Nick Mason. Recent additions included Karen Taves, Rick McKamie, Mark Howe and Andrew McDonald. (Sadly, they lost a crew-member this year when someone abducted their rubber shark mascot 'Sharkie' from the backstay. "We're currently raising money to have his picture appear on tuna cans. . .")

"Our strategy was always to go for clear air and boat speed, especially at the start," said Caskey, geophysicist with Chevron. Other philosophies included "never go below Alcatraz and never go into the protest room, where you have a 50/50 chance no matter what really happened."

Rick's dream is to someday go cruising with his wife ("She won't race with me because she hates being cold, wet and scared — especially all at once.") In the meantime, he looks forward to racing under IMS next year, and hopes that sisterships like *Redux* and *Outrageous II* will join him.

2) Glory Days, Pretorian 35, Andy Rothman, EYC;
3) Harp, Catalina 38, Mike Mannix, IYC. (12 boats)

HDA — K Jeanneau 32 *Movin On*



Bob Neal
Benicia YC

The only repeat winner in HDA was Bob Neal, a manufacturing executive from the quaint "hideaway" of Benicia. "It was actually a lot harder than last season," claimed Bob, a manufacturing executive who is up for vice commodore of Benicia YC this year. "Everyone seems to have gotten better, and our season wasn't decided until the last race."

Nonetheless, Neal's winning formula still prevailed: "Boat prep, a dedicated consistent crew, total focus and a burning desire to win." The single most important element, according to Bob, is crew. *Movin On*'s close-knit gang, which has been together for 5 years, consisted of tactician Vince Casalaina, John Snyder, Dave McMurtry, Marc Silvani, Daryl Kruschke, Kathleen Jones, Ali Bornstein and Doug Lee.

"We've made most every mistake possible at one time or another," says Neal modestly. "Fortunately, we make fewer mistakes now and recover quicker!" With *Movin On* based in Oakland, the crew 'practices' by sailing Jones' J/24 *Sunset Strait* in the Benicia YC Thursday Night Series — which they won overall as well.

Movin On, whose name was inspired by those Levi Jeans commercials, will definitely be back next summer gunning for an HDA 'three-peat'. Neal, however, claims to be suffering from "minor burn-out" after his long summer campaign and has no definite plans to race until then. "Sailing is so addictive, I've forgotten what skiing is," he laments. "This winter, I'm hitting the slopes!"

2) Esprit Victorieux, Ben. 305, J. Melino, EYC; 3) Sonata, Lap. 39, Donn Weaver, RYC. (14 boats)

HDA — L
Ranger 29
Kamala II



**Wagenka (left) & Keith
 Encinal YC**

Bill Keith, a PG&E engineer who lives in Orinda (and who was "hoping the easterly will prevail" when we interviewed him on Monday, October 21), picked up his 1974 Ranger 29 *Kamala II* six years ago. Three years ago, he decided to get serious about racing and started building his team: co-helmsman Dave Wegenka (a pilot with US Air), Glenn Ikemoto, Jeff Deren, Colin McNab, Jim Cooper, Ed Walls and alternates Travis Hail and Tom Swearingin. This season, after four years of "chasing Crinan," Bill and his gang finally put it all together.

"It wasn't a pushover by any means. This is one of the bigger and more competitive divisions," claims Keith, the incoming president of HDA. "It's a tight rating band (162-180), so we're almost racing levelly — and everyone's a pretty good sailor! We had 5 different winners in the first 7 races!"

Kamala II, which came pre-named ("In India, it's a woman's name, and it's somehow associated with a flower"), had two bad races in the first half, including a DNF while leading when a spreader failed. But Keith, who starts the boat and steers downwind, and upwind driver Wegenka came on strong in the second half. "Dave and I share the arguing," laughs Bill. "We also finally figured out how to go fast upwind. Our new #2 and long battens in the main helped a lot."

Lately, Keith has put *Kamala II* up for sale and is considering used boats in the 30-33 foot range. "One way or another," claimed Bill, "we'll be back next year!"

2) Chesapeake, Merit 25, Jim Fair, BYC; 3)
Crinan, C&C 30, Bill West, EYC. (13 boats)

HDA — M
Islander 30 Mk. II
Current Asset



**John Bowen
 Richmond YC**

John Bowen, a Walnut Creek insurance broker (hence the name *Current Asset*), won the last six *Islander 30 Mk. II* ODCA championships before that class lost its start last year. This summer, Bowen made a successful transition from one design into handicap racing, winning HDA-M with apparent ease. "By far the best competition came from a sistership — Larry Telford's *Antares* — but they didn't come out often enough to threaten us," he explained.

Bowen has two partners in the boat: his son, John Jr., and Ken Manuele (who races in the ocean, but not HDA). Matt Rooke and Rick Crandall were the mainstays of the crew, while "13 or 14" other people cycled through. "My son does almost all the driving," said John. "He's been sailing all his life and he's a better helmsman than I am. I do the 'smart' things, like logistic and tactics."

Despite his victory, Bowen was less than overjoyed: "I prefer one design!" he stated emphatically. "I've got to be careful here, because I'm on the HDA and YRA boards, but I think I might skip HDA next year and concentrate on the special events, especially the doublehanded ones." Bowen is also the president of the *Islander 30 Mk. II* class, which he is hoping to revive. "There are about 60 of these boats around the Bay; we're shooting for a comeback in 1993."

The highlight of Bowen's season was winning ("we survived the best") the 40-knot Corlett Ocean Race over Memorial Day Weekend. "It was really nasty out there!"

2) *Dulcinea*, K. Whale, Mathiasen/Pritchard, IYC;
 3) *Neblina*, C-28, Mosher/Carter, CalSC. (21 boats)

IMS — I
Frers 41
Bondi Tram



**Scott Easom
 St. Francis YC**

Scott Easom, a San Rafael-based professional rigger and North Sails rep ("I'm a 'speed merchant,'" he jokes), and a cast of thousands sailed *Bondi Tram* to a runaway victory in IMS-I this summer. Thirteen of the 15 races Easom counted were bullets; in fact, he only had to sail one race in the second half to win the season. "Let's face it, there wasn't really much competition," he admits.

"The boat's so fast anyone could sail it and win," claims Scott, the third owner of the 1982 Frers design. "*Bondi Tram* was way, way ahead of its time." *Bondi* was also granted a new lease on life back in 1990, when Easom and sidekick Chris Morris (who does the pit during races) restored her after she was 'totaled' in a winter storm.

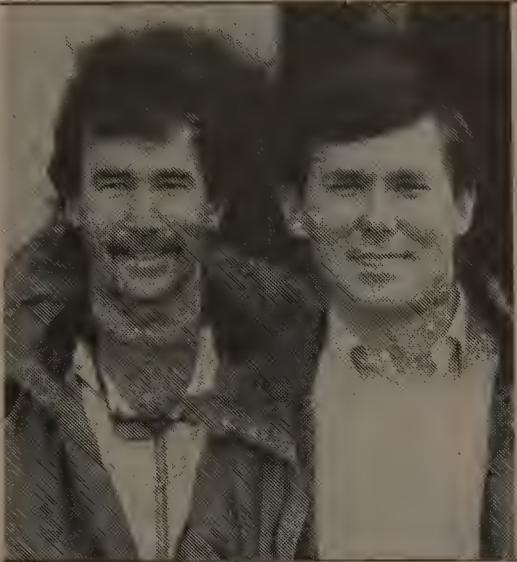
Lately, Easom has been studying the IMS rule and claims to have found ways to make *Bondi* even faster (naturally, he wouldn't tip his hand). Still, he's not exactly enamored with the new rule: "Having sailed the grand prix circuit, I'm convinced IOR is the best rule going. Unfortunately, it doesn't produce the best boats. But IMS isn't the answer either — it's just another 'designer rule', a real moving target right now. You'd be crazy to spend \$300,000 to go a quarter knot faster... only to have the rule change again."

Highlights of Easom's summer included doing the Vallejo Race with a coed crew ("During the race, we had two 12-volt blenders mixing drinks at the same time — our competitors thought we had the engine on!") and the birth of his first son, Elliott.

2) *Golden Bear*, Frers 46, Robert Anderson, RYC;
 3) *Leading Lady*, Pet. 40, Bob Klein, RYC. (15 boats)

SEASON CHAMPS, PART I

IMS — II
F-3
Surefire



Matt (left) & Jon Carter
Encinal YC

"We won because of Matt's brilliant tactics and downwind driving, and because of my incredible driving upwind," joked Jon Carter, a 31-year-old electrical engineer from Los Gatos. Older brother Matt, a 32-year-old Aptos-based general contractor who is pursuing a finance degree at night ("I need to switch careers to afford this habit!"), credits a new set of Marion Sails, constant practice, a dedicated crew and "lots of beer".

"Sailing comes first to all of us! We're fanatical about it," confesses Matt, who, like all but one member of the 11-man *Surefire* squad, is a bachelor. Helping the brothers sail the 1983 Canadian-built Frers-designed 36-footer were Mike Clarke, Rich Deveau, Steve Foster, Scott Gordon, Josh Lindsay, Craig MacBeth, Mike McCarthy, Eric Rehn and Bernard Saggese. Most of the group has been with the Carters since they got *Surefire* in March, 1988; a few even sailed on their previous boat, a Catalina 30 called *Imua*.

Highlights of their season included winning the StFYC IMS Invitational with straight bullets and hitting 15.7 knots (an all-time high) in the Windjammers Race. Lowlights were breaking the boom in the same Windjammers Race and "getting clobbered" in the Big Boat Series. "IMS works well between us and the Farr 36s," said Matt. "But none of us can compete with the new 'pure' IMS boats."

This winter, the brothers will take a hiatus from racing while they do a major refit of *Surefire*. "We trashed the boat this summer," admits Jon. "It's time to fix her back up."

2) Sweet Okole, Farr 36, Dean Treadway, RYC;
3) Petard, Farr 36, Keith Buck, CYC. (17 boats)

Etchells
US 660
Puff



Craig Healy
RYC/StFYC

Craig Healy, now 34, recalls his 12-Meter 'glory days' with Tom Blackaller fondly. "I love to sail, even the seven-day-a-week practice sessions didn't faze me," he says. "It was tons of fun, and I toyed with the idea of sailing for a living. But then reality set in."

Opting for dentistry instead, Healy still makes time for racing Etchells, as well as sailing in the afterguard of *Fujimo* on the IOR 50-footer 'world tour'. He juggles his hectic schedule with his wife, the former Pam Poletti, who is equally busy doing an Olympic 470 campaign with J.J. Isler. "I bought a dental practice in Pinole this summer," explains Craig, "and, geez, am I busy! I've still never sailed the Laser I bought two years ago — the only time it's ever been wet is when it gets rained on!"

This was the first year Healy has campaigned an Etchells, and he wanted to thank Bert Clausen for making *Puff* available to him and his crew (middleman Jim Coggan, bowman Nick Gibbons and occasional alternates Scott Inveen and Jim Healy). "We just wanted to qualify for the Worlds," said Craig. "We never really concentrated on winning the season — it just happened!"

Healy came in fifth in the Worlds, fading from third overall due to a "terrible" start in the last race. "Pound for pound, we were the fastest boat there," joked Craig of his light (570 pounds) team. *Puff*, claims Healy, was a basic boat: "It wasn't even faired — I hate sanding!" Next year, Healy hopes to be back in a new Australian-built Etchells.

2) Satisfaction, Jorge Lee/Jeff Madrigali, SFYC; 3) Secret Weapon, Chris Perkins, StFYC. (33 boats)

NCYSA
El Toro
#11012



Sean Fabre
SFYC/RYC

Sean Fabre, an intense eighth grader from Mill Valley, has packed a lot of sailing into the four years that he's been at the sport. Among the souvenirs he's collected are "about 35" trophies (mostly from his El Toro days) and a Big Boat Series poster signed by Tom Blackaller. Among Sean's prized possessions is a picture of Blackaller and him together, taken two years ago when the then 10-year-old received the El Toro Sailor of the Year Award from SFYC.

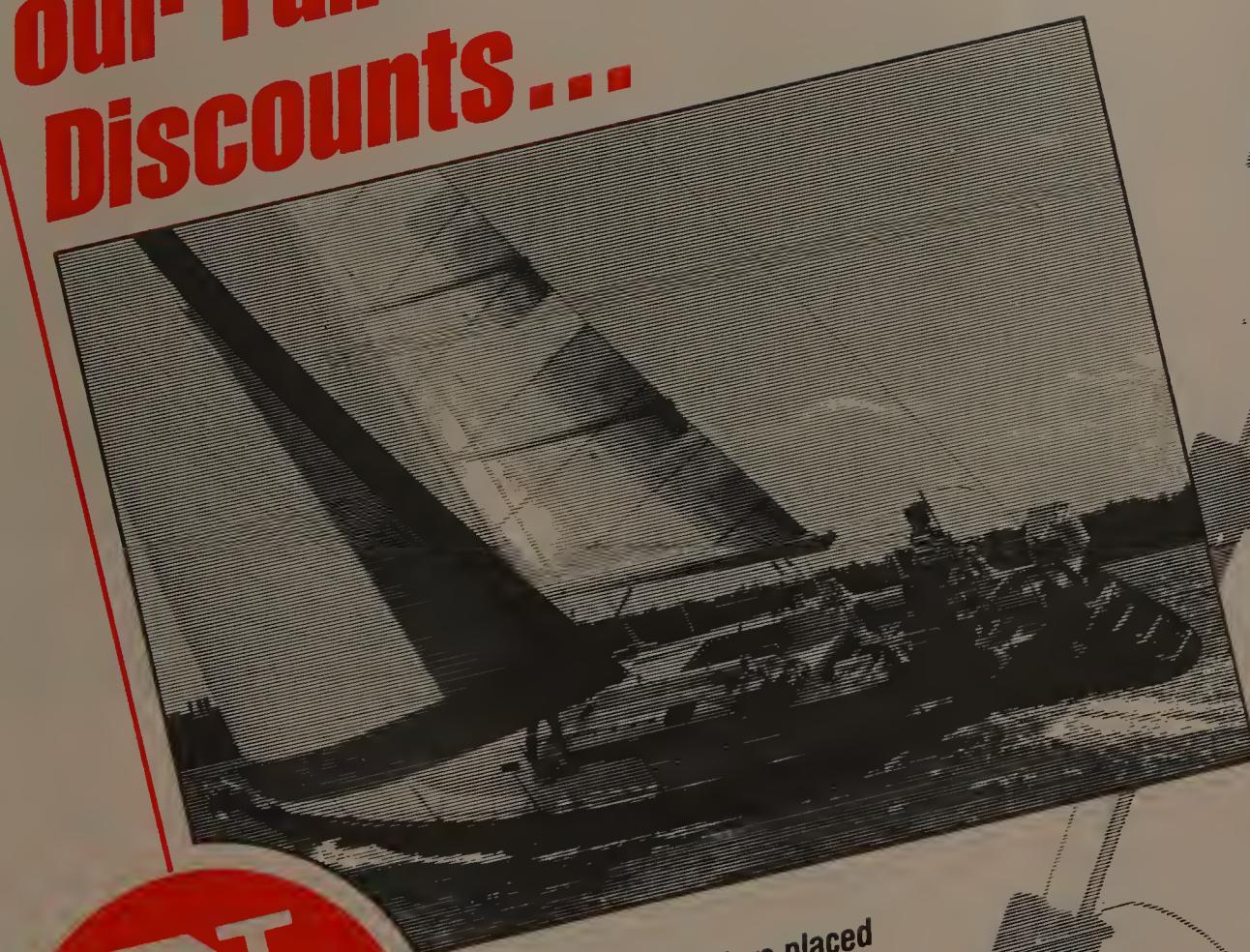
"My goal is to be as good a sailor as Tom Blackaller," he admits. "He actually invited me to go out on his ProSail 40. The day I was supposed to go, he died. Later, his crew took me anyway, which was nice of them."

Interestingly, Sean — who measures in just over 5 feet and 80 pounds — has just sold his El Toro in order to focus on sailing Optimist dinghies. He owns an Optimist that he keeps in St. Petersburg, Florida, and commutes back there for regattas. "It's an international class and they're just better boats than El Toros," he says frankly. The highlight of his Optimist career to date was coming in 15th out of 84 boats last February ("Twice they abandoned races when I was leading 100 yards from the finish!"), and he's looking forward to the midwinters in New Orleans over the Thanksgiving break.

Sean, a straight 'A' student, also competes in karate (he's a brown-black belt) and enjoys skiing, soccer and tennis. "But I like sailing the best," he says. "You get to travel and make friends with lots of other kids."

2) Skip McCormack, SFYC; 3) Eric Pfirman, RYC. (25 boats)

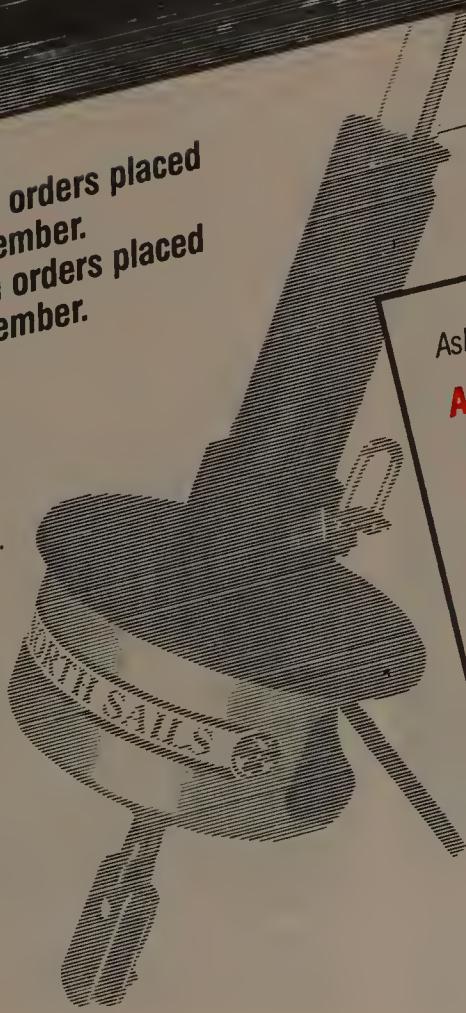
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WORLD OF

Our report this month is dedicated solely to **Caribbean charters**: Why it's the most popular charter area in the world. The relative merits of bareboat versus crewed charters. And, the best places in the Caribbean to charter.

Chartering In the Caribbean

Four years ago we looked forward to winter with the same sense of foreboding as a visit to the dentist. Since then, however, we've taken annual sailing vacations to the Caribbean, usually with the kids. Winter, because of those tropical sailing vacations, is now a season that we eagerly — well almost — await.

If you haven't done a charter in a couple of Caribbean locations, you've missed out on one of the best ways to cut the black heart out of cruel winter. Thus we present *Latitude's Quick and Easy Guide to Chartering in the Caribbean*.

It's a big world with many great places to sail, so why is it that the vast majority of charters are done in the Eastern Caribbean? The first reason is the sailing conditions, which are about as good as the mortal mind can imagine. The reliable winds blow at an average of 15 to 18 knots, which is just about perfect. Then there's the water; clean, clear and blue, it seldom drops below 80° — even in the winter. (Winter is, of course, but a name in the Caribbean, as it's shorts and t-shirt weather all year round.) Navigation is

evolved with the growth of the charter industry. The food on the French islands is spectacular — as are the panoramic views from many of the 'clothing optional' beaches.

There's only one thing that keeps the Caribbean from being sailing heaven on earth: the long plane trip. If you leave the west coast on a 'red-eye', you'll reach most Caribbean charter destinations by the middle of the following afternoon, tuckered out, but more than ready to sip a rum & something while relishing the tropical ambience. If you take an early morning flight, you'll arrive at your Caribbean destination late at night. American Airlines — about as good a U.S. carrier as there is — has the most flights to the Caribbean. Fortunately, they've recently introduced San Francisco to Miami service, which means you no longer have to connect via Chicago, New York or Dallas.

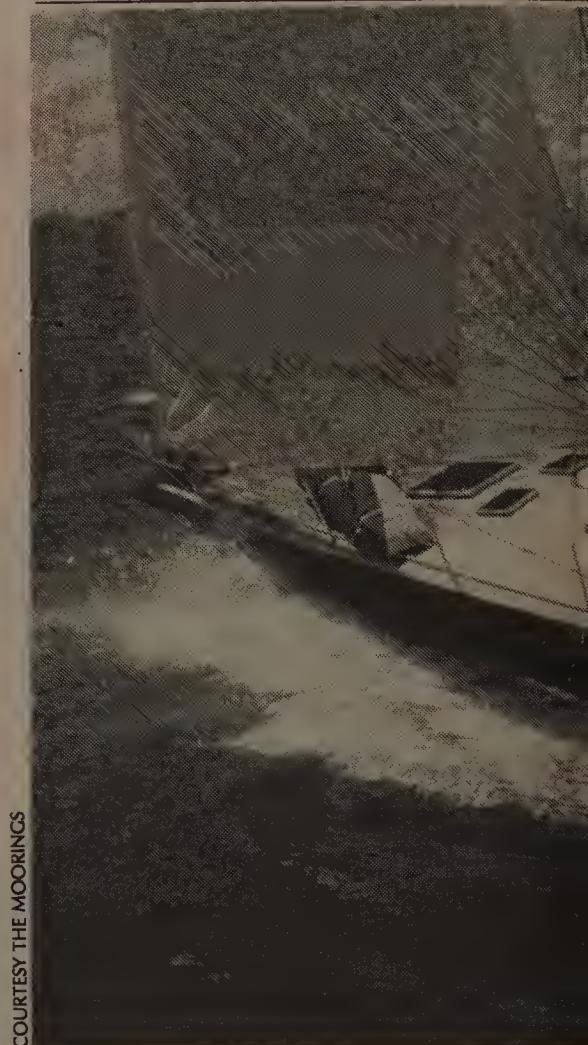
There are two types of chartering: bareboat and crewed. Each has its advantages.

Bareboat charters are the favorites of men for two reasons: they get to be the captains of their own ships, and they cost less. Both are perfectly good reasons.

The downside of bareboat chartering is that there's still plenty of work to be done. If you charter from a reputable company, you'll be surprised how clean, well-equipped and maintained your boat will be. Nonetheless, you still have to provision the boat, fill the water tanks when they run low, set the anchor well, stay up on gusty nights to be sure you don't drag — in general, be responsible.

If you're the adventurous type with a lot of pent-up energy, a bareboat charter is just what the doctor ordered. If you still lack confidence in your sailing skills and don't want to be bothered with provisioning, anchoring and other chores, the big bareboat companies understand. They will, for a price, have the provisions onboard when you arrive as well as a friendly captain intimate with the area you'll be sailing. An increasingly popular option with bareboaters is to have a captain aboard for the first day or two. Then once they become comfortable with the boat and area, they finish the charter on their own. It's a smart way to do it.

Another downside to bareboating is that during Christmas and Easter — the two busiest weeks — anchorages nearest the major bareboat bases are packed.



COURTESY THE MOORINGS

Depending on what you're looking for in a charter vacation, you may or may not enjoy the crowds. If you want solitude, discuss it with the charter company and plan itinerary accordingly.

Despite its one or two minor disadvantages, bareboating is nonetheless far more popular than crewed chartering. The Moorings alone probably has more bareboats in the Caribbean than all crewed charter boats combined — and unlike the crewed yachts, The Moorings boats are very busy.

The trend in bareboats in recent years has been toward ever-increasing luxury. Charter a newer bareboat from one of the big companies, and you're going to get a superbly designed and equipped yacht. A much smaller trend is toward bareboat multihulls, particularly through the French companies. Since there still aren't many multihulls around, they don't come cheap.

A *Latitude* tip: High season kicks in on December 15 and runs until about April. Expect to pay higher air fares and charter rates during these periods.

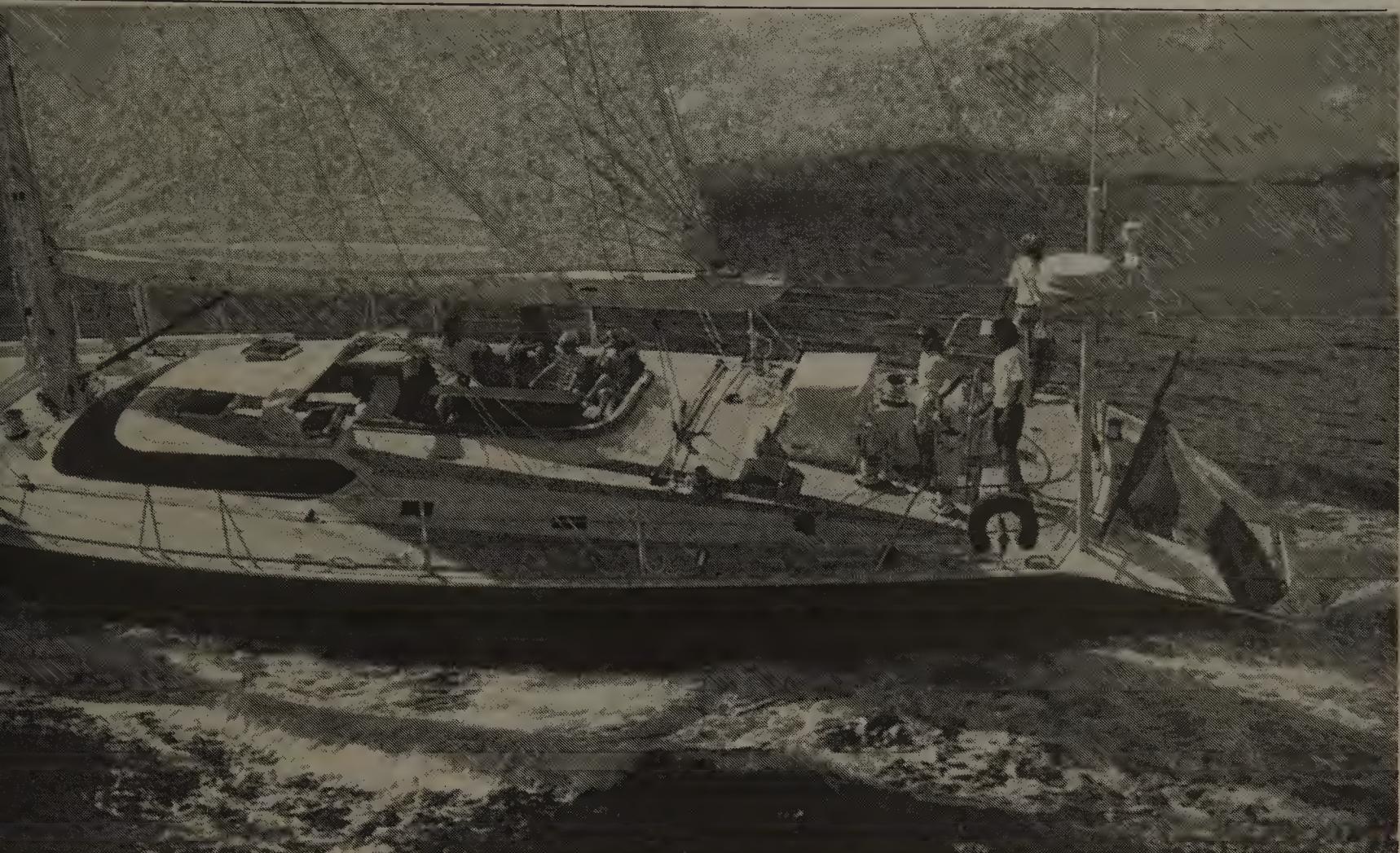
Crewed Charters are the favorites of women and folks who can afford them. What's the attraction for women? Well, ask the lady in your life if she would feel deprived if she didn't have to shop, cook, or clean-up for a week or two. How she would feel if everything — from her morning cup of coffee and poached egg, to delicious lunch,



COURTESY ATM YACHTS

Trimarans are the biggest thing to hit Caribbean charter fleets in years. They're especially popular with French charter outfits like ATM.

line-of-sight, and the hazards are few and well-documented. There are lots of good anchorages and an infrastructure that's



sundowners, rack of lamb for dinner and brandy nightcap — were to magically appear before her. And that she would never have to lift a finger to clear the table or wash a dish. And that she'd have a large bed to sleep in, often with a toilet and shower ensuite.

Then ask the woman in your life how she'd feel if the two of you could be spending all your time with each other, rather than with boat responsibilities. You could stroll a powder white sand beach at sunset while the cook prepared cocktails and dinner. You could read trash novels while

Big, crewed yachts — such as 'Chateau' from The Moorings' crewed division — represent the ultimate for a lot of women charterers.

When a nasty midnight squall rocked the boat and dumped torrents of rain, the two of you could make sweaty, passionate love while the captain — poor bastard — sat on deck making sure the boat didn't drag.

There was a time just a year or two ago when we thought such a charter vacation

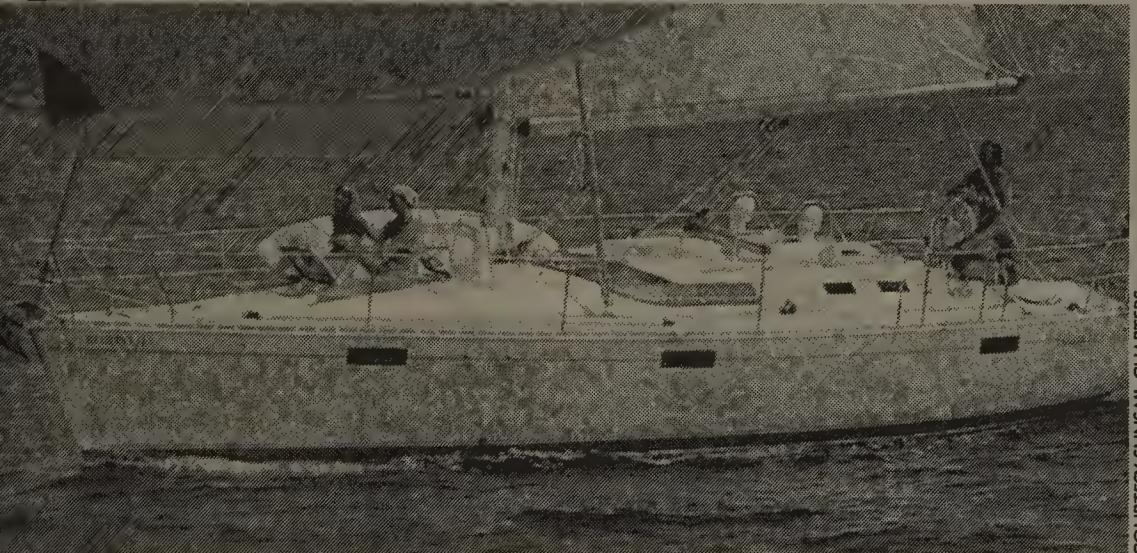
Boats such as the Sunsail Beneteau 38 are ideal bareboats for two couples or a family of up to six.

brother's family — four adults, and four kids between the ages of 7 and 13, did a 10-day charter aboard *Big O* in the St. Barts/St. Martin/Anguilla area. The imposed familiarity did anything but breed contempt. We all laughed, drank, played, ate, swam, snorkeled, explored and 'adventured' together. Rather than being decadent, it was perhaps the best family vacation we've ever had, as it provided the perfect backdrop for the adults and children in both families to become closer than they ever had before. It wasn't a cheap vacation, but if you value family life as much as the *Wanderer*, you'd appreciate what a terrific investment it was in all our personal lives. We're all looking forward to the next charter together.

Price

Bareboats are available in a wide range of prices, depending on the size, age and condition of the boat. The bigger outfits usually charge the most, but their boats are often the newest, best-equipped, and most conscientiously maintained. The big companies offer selection, service and reliability that not all smaller companies can. As such there's more risk with the newer and smaller bareboat outfits. However, if you pick the right small company, you can get a heck of a charter vacation value.

If you've been reading the *Latitude* charter sections, you'll have a good selection of companies, large and small, from which to choose.



COURTESY SUNSAIL CHARTERS

the captain checked in with the port captain, the cook cleaned up the main salon and the deckhand rigged the sailboards for you.

was the height of disgusting decadence. No longer. During Christmas last year, the *Wanderer*'s family and the *Wanderer*'s

WORLD OF

Crewed charter boats have an even more dramatic range of prices, running anywhere from about \$1,500 per person per week to — and this is no joke — \$15,000 per person per week. Fortunately, most are in the former category.

For \$1,500 per person, you can expect to get a very nice, but probably somewhat older yacht in the 65 to 70-foot range. For \$15,000 per person, you can get a humongous yacht and a taste of authentic decadence.

For those who have been wondering, *Big O*, *Latitude*'s Ocean 71, will not be available for charter until about this time next year. After an extremely busy season last year, both we and she are taking the year off. She's the lucky one, however, as she gets to spend the winter and summer in South America. We can, however, highly recommend her younger and somewhat more luxurious (air-conditioning, etc.) sistership, *Oceana*, captained by 25-year old Joe Hutchins of Alameda. *Oceana* normally books for \$10,000/week for six, but by special arrangement, *Latitude* readers can charter her for just \$7,500/week.

Another advantage of crewed charter yachts is that most of them are quite a bit bigger than the average bareboat, carry more water, fuel and food, and are thus pretty much self-sufficient for long periods. If you're looking to get away from the crowds,

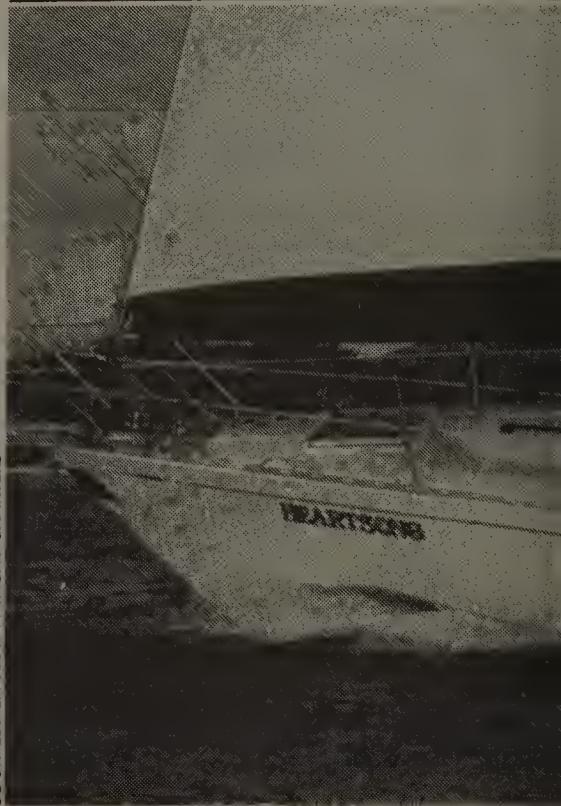
geologically. Strung together along a 600-mile crescent from Puerto Rico to Trinidad, they're wildly different, even when just a few miles apart.

The way we see it, there are four main areas in which to do one to two-week charters. They are:

The Virgins, British and U.S. This is the all-time most popular charter area in the world, and with good reason. The winds are consistent and the water clear and warm, just like everywhere else in the Eastern Caribbean. The difference is that most of the Virgin waters are surrounded by small islands, with the result that you almost always sail on Bay-like flat water — as opposed to open ocean swells. Furthermore, it's never more than about a half hour sail from an anchorage on one island to an anchorage on another island.

The Virgins are perfect for beginners, seniors, families with young children and those anxious about getting seasick. There are plenty of anchorages, many of which now have mooring buoys to save the coral from being damaged, so you often don't even have to anchor. The big charter companies have repair and rescue boats that can reach you just about anywhere in the Virgins in about 30 minutes, so you don't have to worry that you're 'alone'. If that's not enough, the restaurants and bars are geared to charterers — which means, among other

COURTESY CARIBBEAN YACHT CHARTERS



are too popular. The main anchorages are often crowded, and you have to watch for inept strange boating techniques on the part of the many novices. But even when it's crowded, the Virgins are a great place to charter.

'Must stops' in the Virgins: Foxy's on Jost van Dyke, the Baths, the Bitter End YC, feeding the rays at St. John, feeding the fish at Norman Island and getting numbed Pusser's Pain Killer's at Soper's Hole.

St. Martin, Anguilla and St. Barts.

It's part of the Wanderer's last will and testament that his ashes be spread over the waters around St. Barts. Quaint, quiet, clean, safe and French, the Wanderer wants his kids to have a good time if they ever decide to visit his 'grave'. Little St. Barts has great beaches, the best of which are Flamands, Grand Saline, Governors and Columbie. The little port of Gustavia bustles with day trippers from St. Martin, so when you get tired of the hub-bub, it's best to anchor at Columbie — accessible only by boat or by a 20-minute hike on a hilly trail. Mornings and evenings are best onshore, so the day-trippers aren't that much of a bother.

'Must do' activities include downing burgers from the authentic Cheeseburgers in Paradise, having a drink at Le Select, ordering moules (Thursday night only) at La Marine, exploring the island by Moke, and watching airplanes try to land at the preposterous little air-strip without hitting the hillside or plummeting into the sea.

St. Martin, half French and half Dutch, is perhaps the fastest-paced island in the Eastern Caribbean. They're building marinas, hotels, time-share vacation condos, Kentucky Fried Chicken outlets — the works. That's on the Dutch side, where commerce is king and swells entering the anchorage at



ROSEMARY SEAL

it's easiest on a crewed yacht.

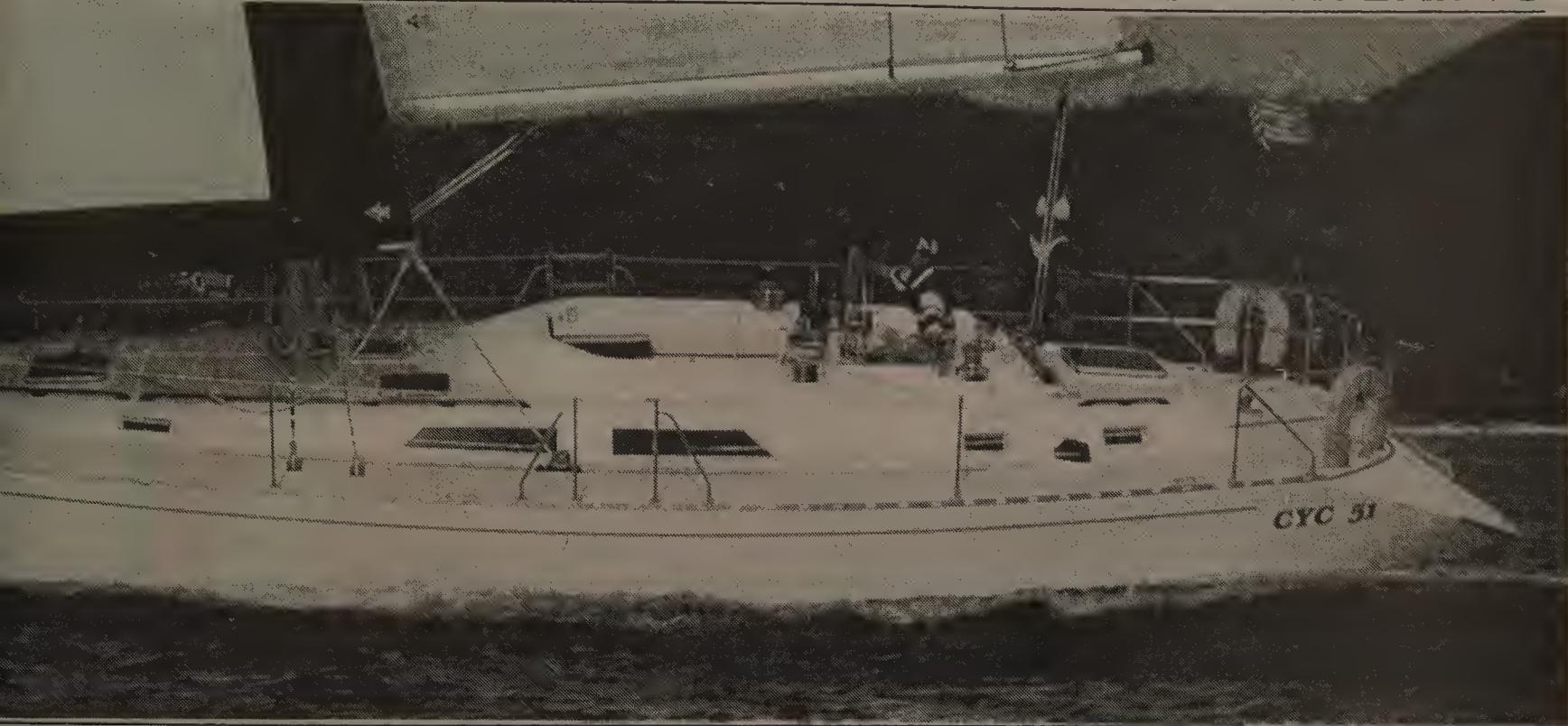
The Charter Areas

Contrary to popular opinion, the islands of the Eastern Caribbean are anything but homogenous, be it culturally, politically, or

The further 'down island' you go, the more primitive things get. This is the Granadan version of an Alpha Beta.

things — they know how to build a big bill.

The only drawback with the Virgins is that they're such a great place to charter that they



Phillipsburg make boats roll like crazy. The French side of St. Martin is . . . well, French. This means they not only have a great open market where everything from freshly-picked veggies and live animals are sold, but they've got superb food in chic and/or classy restaurants such as the Bar de la Mer. You buy on the Dutch side and eat and recreate on the French side.

St. Martin is perhaps the fastest-growing bareboat base in the Eastern Caribbean because it's a great area in which to charter and because St. Barts or Anguilla have the facilities.

Anguilla, just five miles from St. Martin, is as quiet as her neighbor is bustling. There are only two kinds of lifestyles on 'the eel'; the very primitive lifestyle found among the locals, and the extremely luxurious vacation lifestyles at the small, exclusive, elegant and expensive destination resorts.

Road Bay is the best anchorage for charters, who shouldn't miss the live music at Johno's on the beach on Sunday nights. Nearby Sandy Key is a fun stop and the diving at the nearby little cays is terrific.

Caution about St. Barts / St. Martin: Most of the sailing is done in the open ocean; as such it is subject to decent sized swells. It's rarely like sailing to the Farallones on a spring day, but it's not like sailing in the Virgins. In addition, almost all the anchorages in the area are subject, on occasion, to moderate rolling. It's rarely anything most sailors would even notice, but beginners might not appreciate it.

Antigua & Barbuda. With 365 beaches and scores of anchorages, Antigua is all by itself a great place to spend a week or two. Historic English and Falmouth Harbors are the winter home to some of the finest yachts in the world, so it's a boatshow in itself. And

The Caribbean Yacht Charters 51. Big, yet easy to handle, she's typical of the new breed of Caribbean bareboats.

English Harbor is one of the most interesting stops in all the Caribbean. Late Sunday afternoon there is an outstanding BBQ/steel drum get-together on Shirley Heights, which overlooks the boats in English and Falmouth Harbors, and offers a terrific view of the Caribbean Sea. Everyone comes to the



COURTESY THE MOORINGS

A Moorings' 51 headed for the jungle of St. Lucia. Built by Beneteau, the design has been a stalwart of The Moorings' bareboat fleet.

Heights on Sunday nights, resulting in a happy and friendly mix of yachties, land tourists and locals. Don't miss it!

If you like racing, crowds, drinking, mayhem and fun, the only time to visit Antigua is during Antigua Sail Week, which

always starts the last Sunday in April. It's become so popular that the organizers have decided they'll need to limit the international fleet to 150! This is strictly 'party until you drop' action.

No cruise of Antigua is complete without a visit to the St. James Club, just a few miles up the coast from English Harbor. It has a great little anchorage and a nice pool and restaurant overlooking the water. It should be snooty, but it's not.

Sailing the flat waters of the leeward side of Antigua is one of the great thrills in sailing. Visualize roaring along on a beam reach at hull speed, air 85°, water 80°, and the bottom plainly visible 15 feet below. This world can seem like a miserable place sometimes, but not when you're ripping along in beautiful conditions like that.

Barbuda is one of the few untouched gems left in the Caribbean. Protected by a series of uncharted rocks and reefs, the only way to get there is by crewed charter yacht. If a bareboat company manager finds you've tried to take one of their boat to Barbuda, you're burned at the stake.

St. Lucia to Grenadines. Despite big charter bases in St. Lucia and Grenada, the 150 miles of ocean and islands between Rodney Bay and Prickly Pear are a dream for the adventurous charterer. There are plenty of places to get away to, it's mostly quite primitive, and there's often rough water sailing in the channels between the islands. While increasingly popular with bareboats, the presence of larger, self-sufficient crewed yachts is most felt in this region.

No matter which area you go to, no matter if on a bareboat or crewed yacht, if you don't have fun chartering in the Caribbean, it's your own damn fault.

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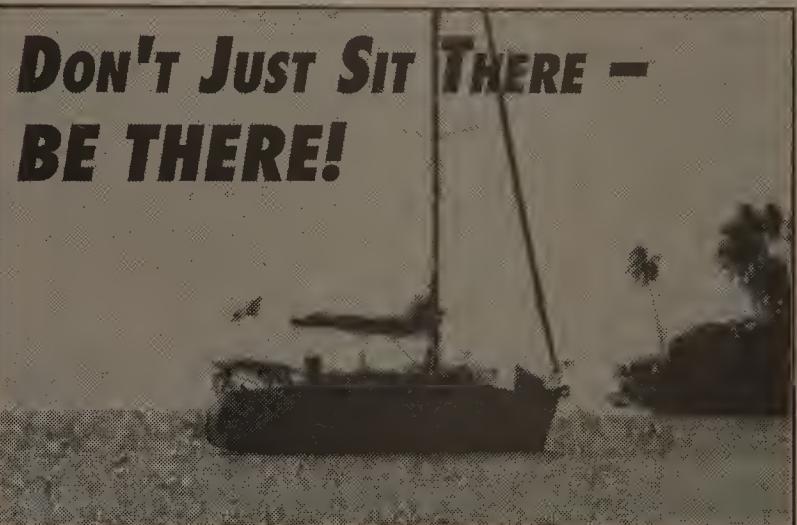
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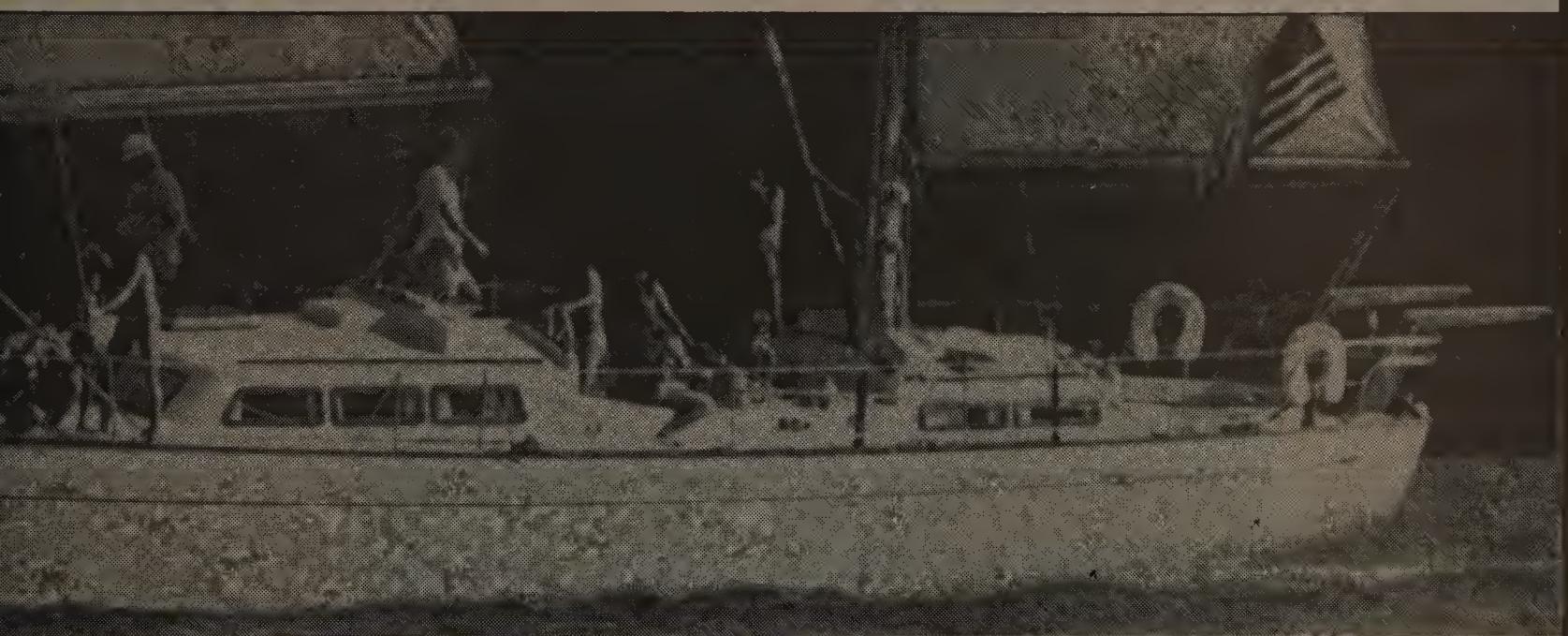
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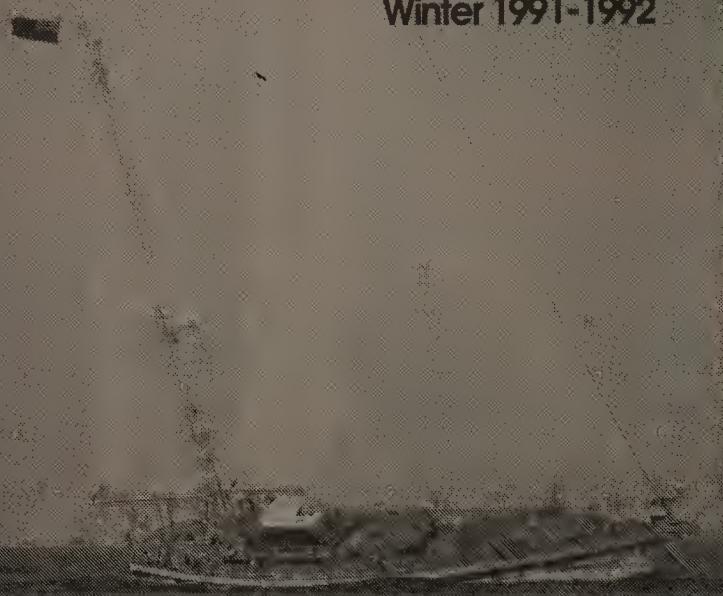
'Big O' pictured

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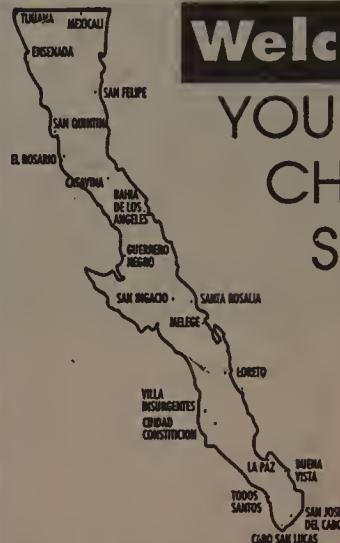
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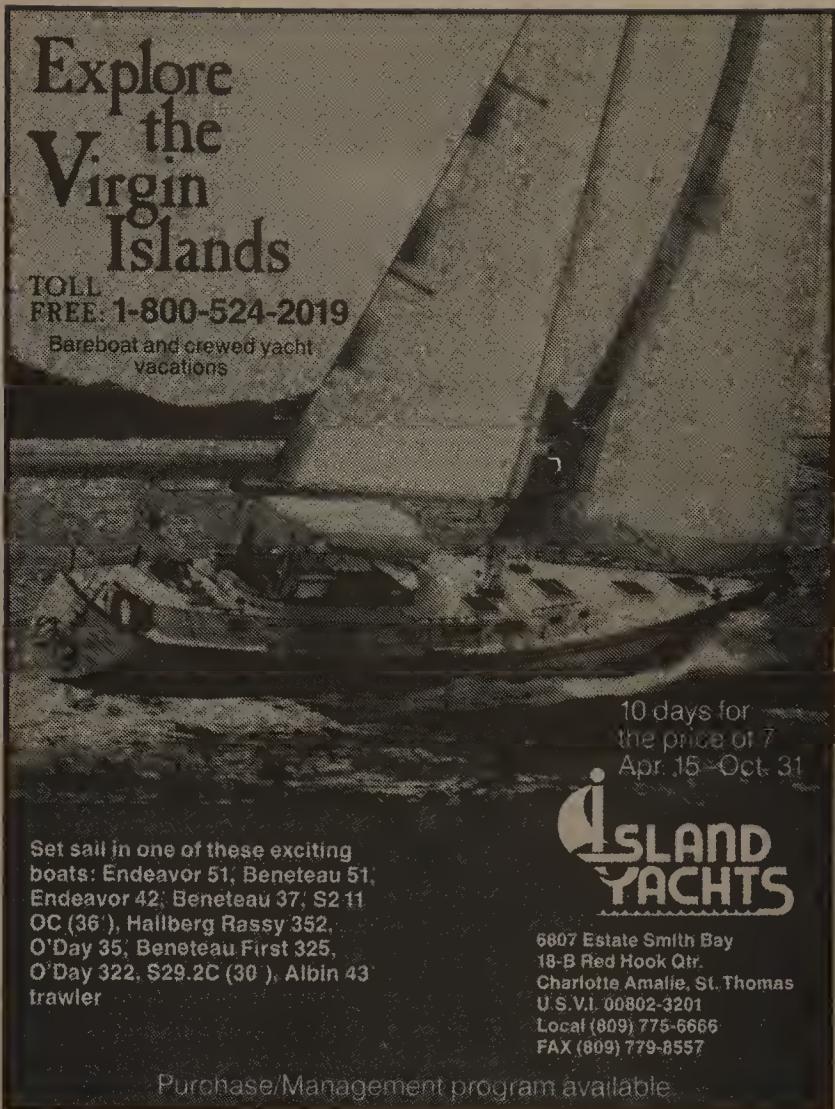
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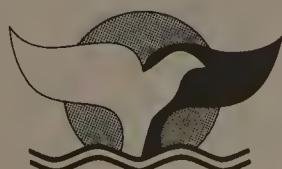
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THE RACING

With reports this month on San Francisco YC's **Fall Regatta**, the **IOD Worlds**, belated results of the **Jazz Cup**, the season-ending **Jr. Waterhouse** ocean race, news about two new **coastal races**, the **Hot Tuna Rally** for **Santana 35s**, the **Vallejo 1-2 shorthanded race**, the **Jessica Cup** for big woodies, the **International Masters Regatta**, the **Champion of Champions**, the **Yankee Cup**, the **Adams Cup**, results of the **summer beer can races** and, as usual, lots of **race notes**.

SFYC Fall Regatta

Four one design classes sailed in San Francisco YC's Fall Regatta, an event the club hopes will someday be the counterpart of their popular springtime Resin Regatta. Held in varying conditions on October 4-6, the event doubled as the Santana 35 Nationals and the J/29 PCCs; Newport 30s and J/24s also attended.

Wild Flower, Art Mowry's bright yellow Santana 35 won the poorly attended Tuna 35 Nationals, battling as always with arch-rival *Swell Dancer* every inch of the way. Third place went to *Dance Away*, sailed by a

other three classes: Frank Hinman steered his *Mintaka* to victory in the Newport 30s, while the redhot Don Oliver/Seadon Wijsen duo once again took the J/24 class by storm with *Casual Contact*.

The J/29s, however, produced a wildcard winner: Richard Levy and his recently purchased *Wavedancer* (ex-JC n' Me). Levy, who moved up from a Santana 22 last April, was sailing his new-to-him boat in its first regatta. His crew included five 'ringers' from the Galveston Bay, Texas, J/29 fleet who somehow 'quasi-chartered' the boat. "They were impressive," allowed J/29 skipper Kevin Bagg.

Santana 35 (Nationals) — 1) *Wild Flower*, Art Mowry, 9.75 points; 2) *Swell Dancer*, Jim Graham, 11.25; 3) *Dance Away*, Big Dogs/Club Nautique, 14; 4) *Wide Load*, Bruce Wilcox, 19; 5) *Flexible Flyer*, Mike Creazzi, 19.75; 6) *Re-Load (Excalibur)*, Dick Pino, 27; 7) *Dream Machine*, John Aitken, 33. (7 boats; 6 races, 1 throwout)

Newport 30 — 1) *Topgallant*, Frank Hinman, 3 points; 2) *Mintaka*, Gerry Brown, 8. (4 boats)

J/29 — 1) *Wavedancer*, Richard Levy/Gary Ross, 4.25 points; 2) *Smokin' J*, Gerald DeWitt/Kimo Winterbottom, 12.75; 3) *Power Play*, Peter Cunningham, 15. (8 boats)

J/24 — 1) *Casual Contact*, Don Oliver/Seadon Wijsen, 11 points; 2) *J/Walker*, Don Nazzal/Phil Perkins, 17.75; 3) *Snow Job*, Brian Geophic, 18; 4) *Just Jake*, Mike Grandin, 19.75; 5) *Yellow Thing*, Melissa Purdy, 24.75. (17 boats)

IOD Worlds: 5 Flags Flew

The International One Design (IOD) World Championship was hosted by San Francisco YC on September 22-28 using both Berkeley Circle and Knox courses. Winds and weather were perfect throughout the event, which was dedicated to the memory of late IOD wizard Jake Wosser (a three-time winner of these championships). At the opening ceremony on Sunday night, each skipper from abroad raised their country's flag to represent their participation: Jan Petter-Roed raised the Norwegian flag; Urban Ristorp, the Swedish flag; John MacDonald, the Scottish flag; and finally,

Art Mowry drove his 'Wild Flower' to victory in this year's Santana 35 Nationals.

fun-loving charter group from Club Nautique which bills itself as the 'Legendary Big Dog Racing Team'. Skipper Doug Teakel had high praise for the group, which included Dan Newland as tactician.

There were no surprises in two of the

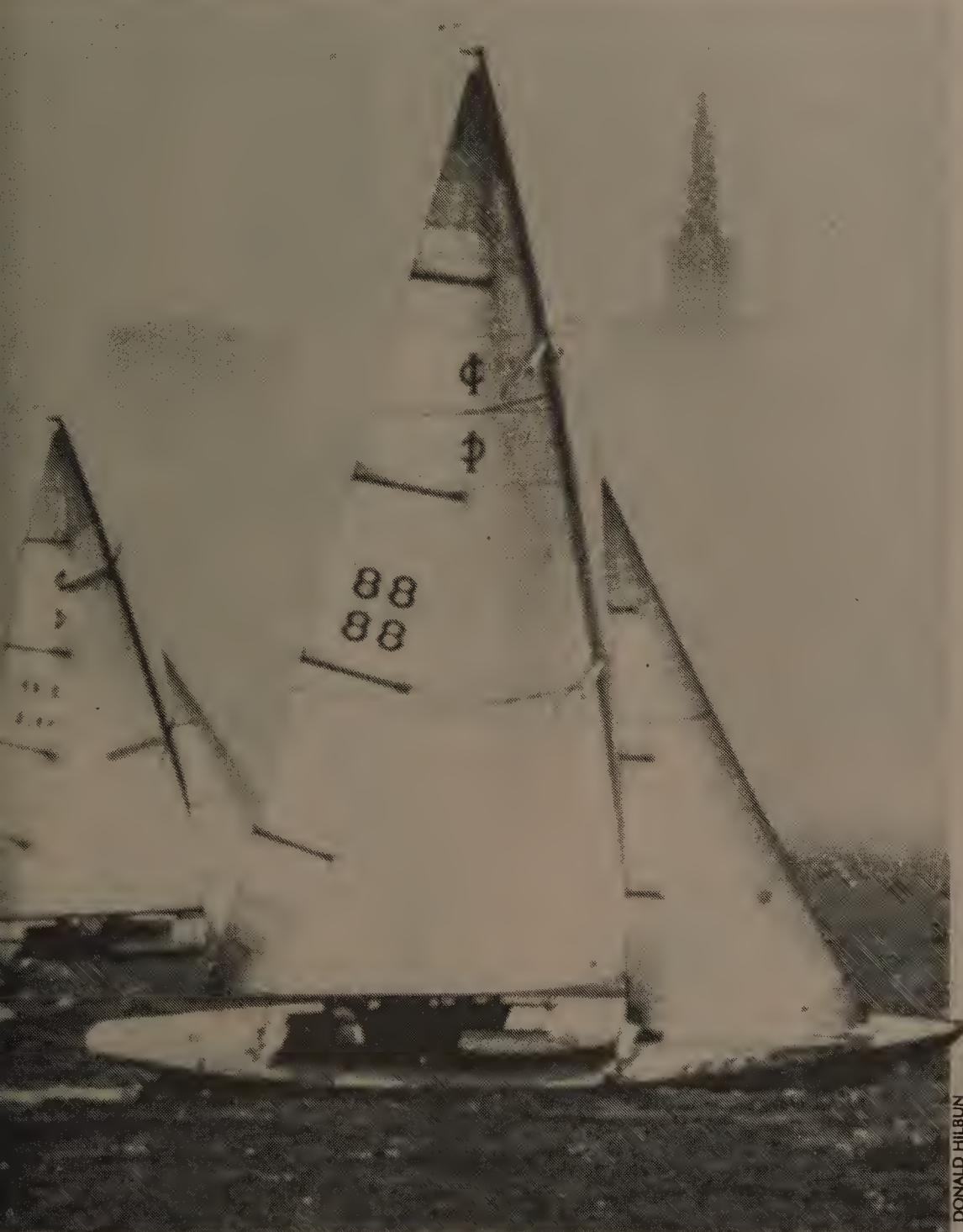
LATITUDE/ROB



Peter Bromby and Penny Simmons did the honors for Bermuda. Ruth Wosser, the guest of honor, raised the U.S. flag for the other five fleets present.

After a practice race on Sunday, races one and two got underway on the Circle on Monday. Tuesday saw a pair of races on the Knox race track; Wednesday was a much-needed layday; on Thursday, it was back to the Circle for two more races, followed by a final heat on Friday.

At the end of day one, Widnall and Bromby were tied with 1-2 records. Penny Simmons swept day two, taking a pair of bullets. Then, on day three, it was Peter Bromby's turn: he took two firsts, and entered the last of the seven-race, one-throwout series with a solid lead. As it turned out, he bulletted the finale as well, winning the Worlds by 10.5 points over countryman



DONALD HILBUN

Family feud: Hard to believe, but the Bay Area IOD fleet wasn't represented in the Worlds it just hosted. The controversy rages on...

Simmons. Ten-time world champion Bill Widnall, representing the Marblehead fleet, was the top U.S. finisher in third place.

Shoreside activities included an international dinner Tuesday night at SFYC, followed by a rum bash sponsored by the Bermudians (who brought 30 bottles of their local brew). Corinthian YC hosted a get-together for the competitors in the Adams Cup and the IOD Worlds on Thursday night, and on Friday, the fleet was treated to dinner at the Legge's home on Belvedere Lagoon. The festivities ended with an awards ceremony on Saturday night, complete with a multimedia slide presentation of the week's racing.

Unfortunately, what may be best remembered about the '91 Worlds — at least at the local level — is that the San Francisco fleet was not represented. Without rehashing the 'seas lawyers convention' mentioned in last month's issue, suffice to say we couldn't pick a clear fleet winner in a timely manner, so our solution was to not have anyone from the San Francisco Bay sail. The way things worked out, the alarming number of breakdowns and shredded spinnakers would have made our local representative's participation short-lived (as hosts, we couldn't have sidelined a team that travelled thousands of miles because of a lack of boats).

Notwithstanding the squabbling at the local level, the Worlds were a great success, featuring some outstanding racing in fabulous conditions. Next year's Worlds will be held in Marblehead — and you can bet the

San Francisco fleet will be represented.

— paul manning

1) Peter Bromby, Bermuda, 7 points; 2) Penny Simmons, Bermuda, 17.5; 3) Bill Widnall, Marblehead, 23.75; 4) James Bishop, Long Island Sound, 26; 5) John Burnham, Fishers Island, 26; 6) Urban Ristorp, Sweden, 34; 7) John MacDonald, Scotland, 34.73; 8) David Rockefeller, Northeast Harbor, 36; 9) Jan Petter-Roed, Norway, 39.67; 10) John Kohlhas, Northeast Harbor, 44.83; 11) Phillip Kennedy, Long Island Sound, 53.5; 12) Jack Buba, Marblehead, 64.5. (12 boats)

Jazz Cup

On the 'better late than never' theory, results of the third annual Jazz Cup (which were MIA when we went to press last month) follow. Co-hosted by the South Beach and Benicia yacht clubs on August 31, the 24.5-mile spinnaker run up to the town named after General Vallejo's wife was apparently a cakewalk this year. We'd tell you more about it, but 1) this is all we know; and 2) it's ancient history by now, right?

P.S. Don't let this happen to your regatta! Please, don't be bashful about mailing or faxing (383-5816) us the results of your event.

F-27 — 1) Ruth Ann, Greg Eastham; 2) Defiance, unknown; 3) Three Play, Rob Watson. (6 boats)

ULDB — 1) Tulewemla, Wylie Wabbit, Zane Working; 2) Kwazy, Wylie Wabbit, Colin Moore; 3) WPOD, Wylie Wabbit, Bill Erkelens. (10 boats)

DIV. A (PHRF < 126) — 1) Rum Tum Tugger, Catalina 38, Bob Campbell; 2) Wildfire, Ranger 37, John Clauser; 3) X TA C, Olson 29, Bill Sweitzer. (11 boats)

DIV. B (126-165) — 1) Movin' On, Jeanneau 32, Bob Neal; 2) Rattle 'n Hum, Wavelength 24, David Maxwell; 3) Black Magic, C&C 33, Sue Gombassy. (20 boats)

DIV. C (166-180) — 1) Sea Quake, C&C 29, John Marshall; 2) Kamala II, Ranger 29, Bill Keith; 3) My Way, Newport 30, Tony Fraga. (20 boats)

DIV. D (181-up) — 1) Diana, Santana 22, John Skinner; 2) Sundance, Catalina 27, Ken Van Story; 3) Griffin, Thunderbird, Jim Glosil. (21 boats)

Junior Waterhouse

The 1991 ocean racing season ended on a high note with Richmond YC's kinder, gentler Jr. Waterhouse Race on October 5. Newcomers and grizzled salts alike seemed enthusiastic about the new format: out to the Lightbucket (or the first Channel Buoys for the little guys) and then back to finish virtually in front of Richmond YC. With moderate breezes and adverse currents each way, the race — 30.4 miles for big boats, 20.1 for little — proved to be a challenging one.

"It was essentially four contests rolled into

THE RACING SHEET

one," claimed OYRA head poobah Don Lessley. "You had to negotiate the Gate on the way out; next you had your ocean tactics; then you had to get past the South Tower Demon on the way in; and finally you had to know your way around the Bay." Some boats sailed well in the first three parts of the race, only to die attempting to 'shoot the slot' in Raccoon Strait. Still, everyone finished between 3-5 p.m., and 180 sailors stuck around for the free feed (clam chowder, salad and bread) at the always-friendly Richmond YC.

Overall winners of this year's mostly mellow 8-race ocean series were *Leading Lady* (IMSO-I), *Novia* (IMSO-II), *Acey Deucy* (PHRO-I), *Rocinante* (PHRO-II), *Friday* (MORA-I), *Animal Farm* (MORA-II), *Aotea* (SSS-multi) and *Chelonia* (SSS-mono). Some, possibly all, of these winners will be profiled in our January edition.

Results of the Jr. Waterhouse Race follow:

IMSO i — 1) *Leading Lady*, Peterson 40 custom, Bob Klein; 2) *Jackrabbit*, Peterson 40, Dave Liggett. (4 boats)

IMSO ii — 1) *Sweet Okole*, Farr 36, Dean Treadway; 2) *Novia*, Cal 39, John Webb; 3) *Sorcerer*, C&C Half Tonner, Greg Cody. (7 boats)

MORA i — 1) *Friday*, Express 27, John Liebenberg; 2) *Assoluto*, Olson 30, Dan Swann. (5 boats)

MORA ii — 1) *Animal Farm*, Wylie 28, Rod Phibbs; 2) *Redux*, Olson 911S, Nick Barnhill; 3) *Perezoso*, Excalibur 26, Jeff Nehms. (6 boats)

PHRO I — 1) *Blitz*, Express 37, George Neill; 2) *Bloom County*, Mancebo 31, Carl Ondry. (5 boats)

PHRO II — 1) *Razzmatazz*, Swan 46, Dennis Robbins; 2) *Audacious*, Peterson 35, Carl Echelman; 3) *Maluhai*, Beneteau First 42, David Sallows. (8 boats)

SSS — 1) *Chelonia*, Yankee 30, Ed Ruszel. (3 boats)

Sneak Preview: Ocean Racing '92

Okay, we admit that the '91 ocean racing season just ended and that it's a tad early to be contemplating next summer's schedule. Give it a break until at least after Christmas, you're thinking...

But we were excited about announcing two new ocean races that are on the docket for next July, so we thought we'd slip the rest of the schedule past you as well. The two new races — both of which arguably compete with the MYCO's Catalina Race on July 6th and the Memorial Day Weekend Santa Cruz-Santa Barbara Race — are the Pacific Coastal Race and the Alessio Race.

The Pacific Coastal Race is tentatively slated for July 4, and will run from San Francisco to Santa Barbara. It'll be hosted by OYRA and is for any boats which meet the

local ocean racing standards (MORA, PHRO, J/35, etc.).

"It's kind of the rebirth of the MORA Long Distance Race," says promoter Don Lessley. "This will be a bare-bones 'racer's race' — no golf tournaments, no rock n' roll bands, no high entry fees." Specifics of the race (sponsorship, host yacht clubs, etc.) are still up in the air, and Lessley (765-3580) is open to suggestions.

Twelve days later — on Thursday, July 16 — the St. Francis YC's new ocean race, named in memory of Aldo Alessio, will start. The race will end in Long Beach, and will be primarily for sleds (70s, 50s and 40s) and IMS boats. Unlike the Coastal Race, it will be held biennially in off-TransPac years and won't overlap quite as much with existing coastal races. Steve Taft, the mastermind behind the popular new Big Boat Series format, cooked this one up, too.

"It's short and sweet," says Taft, who welcomes input at (510) 522-5373. "You're only gone from work two days this way, instead of all week."

Spring Ocean Series

April 25 — Lightship (GGYC)
May 9 — Duxship (Sausalito YC)
May 30 — Ong Triangle (GGYC)
June 6 — Farallones (SFYC)

Fall Ocean Series

Aug. 1 — Jr. Waterhouse (RYC)
Aug. 15 — Ocean Vallejo (VYC)
Aug. 29-30 — Drakes Bay (CYC)
Oct. 10-12 — HM Bay (IYC/HMBYC)

Special Events (Ocean)

May 23-25 — Corlett (MYCO)
July 4 — Pacific Coastal Race (MORA)
July 6 — Catalina Race (MYCO)
July 6-9 — WM Pacific Cup (PCYC)
July 16 — Alessio Race (StFYC/LBYC)
Sept. 4 — Windjammers (WJYC/SCYC)

Special Events (Bay)

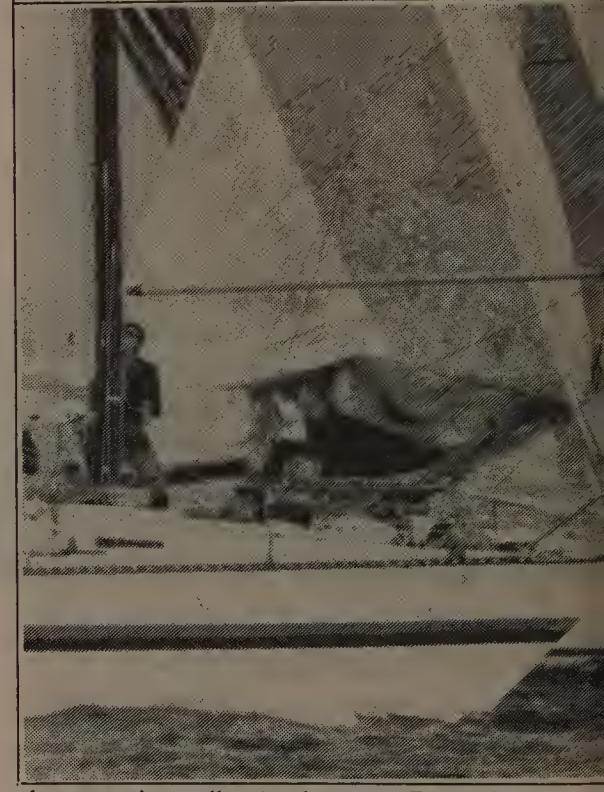
June 13 — Delta Ditch Run (StkSC, etc.)
June 20 — Stk. South Tower (StkSC)
July 20 — Silver Eagle (IYC)

Tuna With Mayo

With the October 20 East Bay firestorm sending an enormous plume of dark smoke into the sky over their heads, participants in the first Hot Tuna Rally for Santana 35s felt like they were witnessing the end of the world, not the rebirth of their one design fleet.

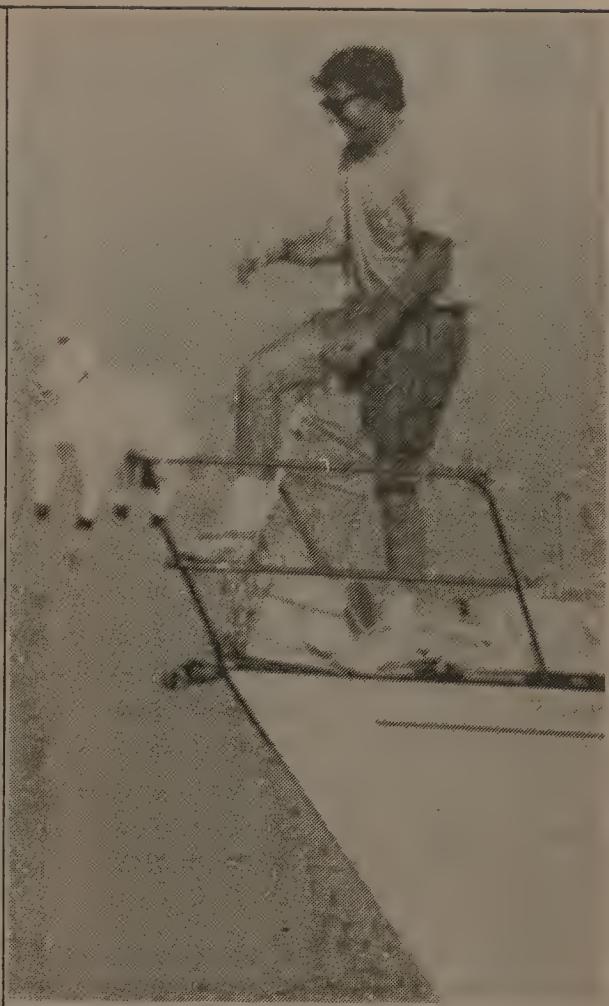
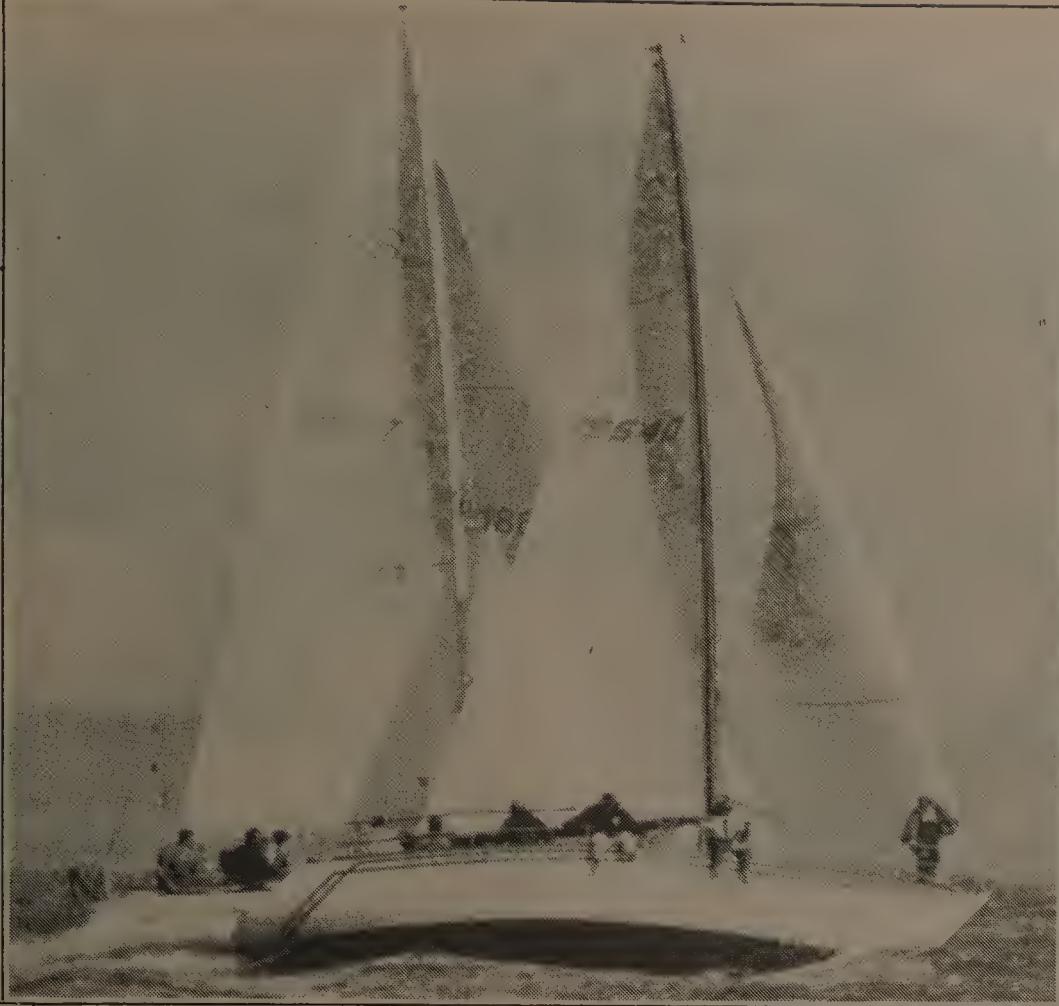
"It was eerie, like sailing in the movie *Apocalypse Now*," said Bob Bergtholdt, crewmember on Lauren and Paul Sinz's *Take Five*.

Natural disasters aside, the Hot Tuna gathering served its intended purpose, which was to get members of the fleet back out on



the water (as well as back to host Encinal YC for some post-race socializing). Once one of the Bay's more active one design groups, the 'Tuna 35' fleet has dwindled in recent years, with only half a dozen boats hitting the starting line with any regularity.

Organizer Byron Mayo of Alameda, who lives aboard his *Excalibur*, worked more than six months to insure that the emphasis would be on having fun with a capital 'F'. Integral to that process was the requirement that all sails be at least two years old, and crew size was limited to seven rather than the normal nine in order to make the skippers'



Scenes from the Hot Tuna Rally (clockwise from above): running down the Estuary; overlapped at the weather mark; 'Resolute II' dodges a tanker; 'Flexible Flyer' and 'Wide Load' mix it up; sheepish crewmembers on 'Cheers'. All photos by Patrick Short.

recruitment job easier.

The regatta received tremendous support from sponsors. In fact, Starkist liked the idea so much they provided a perpetual trophy (featuring Charlie, the tuna with good taste) for the overall winners of the two-day, three-race series, Art Mowry and Doug Baird on *Wild Flower*. Other prizes ranged from sailing gear to dinners for two and overnight accommodations at a waterfront hotel. Every

boat received a prize, including one for the all-women crew aboard *Dance Away* and one for the best performance by a novice crew, which went to Hal Caplener's *Ragtime*.

"The response was tremendous," claimed Mayo, who received a well-earned standing ovation for his efforts.

— shimon van collie

1) *Wild Flower*, Art Mowry/Doug Baird, 6.75

points; 2) *Take Five*, Lauren & Paul Sinz, 8.5; 3) *Excalibur*, Byron Mayo, 12; 4) *Nagisa*, Junko & Larry Moberly, 21; 5) *Flexible Flyer*, Michael DeFrank, 24; 6) *Breakout*, Hal Palmer, 24; 7) *Wide Load*, Lucy & Bruce Wilcox, 26; 8) *Ragtime*, Hal Caplener, 26; 9) *American Eagle*, Tom Otter, 26; 10) *Dance Away*, Mary Swift, 28. (17 boats)

A Slow Vallejo 1-2

"It was like a smaller, more intimate Vallejo Race without all the people," claimed Singlehanded Sailing Society Vice Commodore Pat Zajak. This year's Vallejo 1-2 Race, held on October 19-20, was also a lot

THE RACING

like January's traditionally fluky Three Bridge Fiasco — in extremely light air, only 2 boats out of 51 finished the singlehanded spinnaker run up to the Vallejo Municipal Harbor on Saturday. Bill Madru's Cross 46 *Defiance* won the first leg, and then backed into winning the weekend overall on the strength of beating Peter Hogg's *Aotea* again the next day.

Sunday's return trip — improbably, also a light air spinnaker run — wasn't much better, but at least it was with the ebb instead of against it. Twenty-boats drifted slowly back to the Golden Gate YC, watching helplessly as winds up to 40 knots fanned the flames in the tragic Berkeley Hills fire. Notable performances were turned in by a trio of Yankee 30s which swept Division IV, and by Don Trask's new *Dragonfly*, which bested a gaggle of F-27s in their first real showdown. Both of these multihull designs currently rate 20 under PHRF; it'll be interesting to watch the rivalry heat up.

Next year, the Vallejo 1-2 will probably start and finish off Richmond instead of the Cityfront — which should, if anything, make this generally mellow season finale even more popular.

SATURDAY, OCTOBER 19 —

MULTIHULLS — 1) *Defiance*, Cross 46, Bill Madru; 2) *Aotea*, Antrim 40, Peter Hogg. (all others in fleet DNF)

SUNDAY, OCTOBER 20 —

MULTIHULLS — 1) *Dragonfly*, *Dragonfly*, Don Trask; 2) *Three Play*, F-27, Rob Watson; 3) *Wingit*,



Chris Watts; 2) *Chesapeake*, Merit 25, Jim Fair; 3) *Infinity II*, CS 30, Mick Dousman. (14 entered; 4 finishers)

DIV. IV (169-up) — 1) *Emerald*, Yankee 30, Peter Jones; 2) *Chelonia*, Yankee 30, Ed Ruszel; 3) *Steadfast*, Yankee 30, Rich Wilcox. (17 entries; 8 finishers)

Jessica Cup

Nearly 175,000 pounds of racing yachts crossed the Cityfront starting line just after noon on October 19. The occasion was St. Francis YC's Jessica Cup, an elite contest for high-end 'vintage varnish' boats. All that tonnage, however, translated to just four

The 'Yucca' gang after the Jessica Cup: from left, Chuck Mohn, Tim Ryan, Hank Easom (sitting), Justin McCarthy, Mike McKloskie and Al Blair.

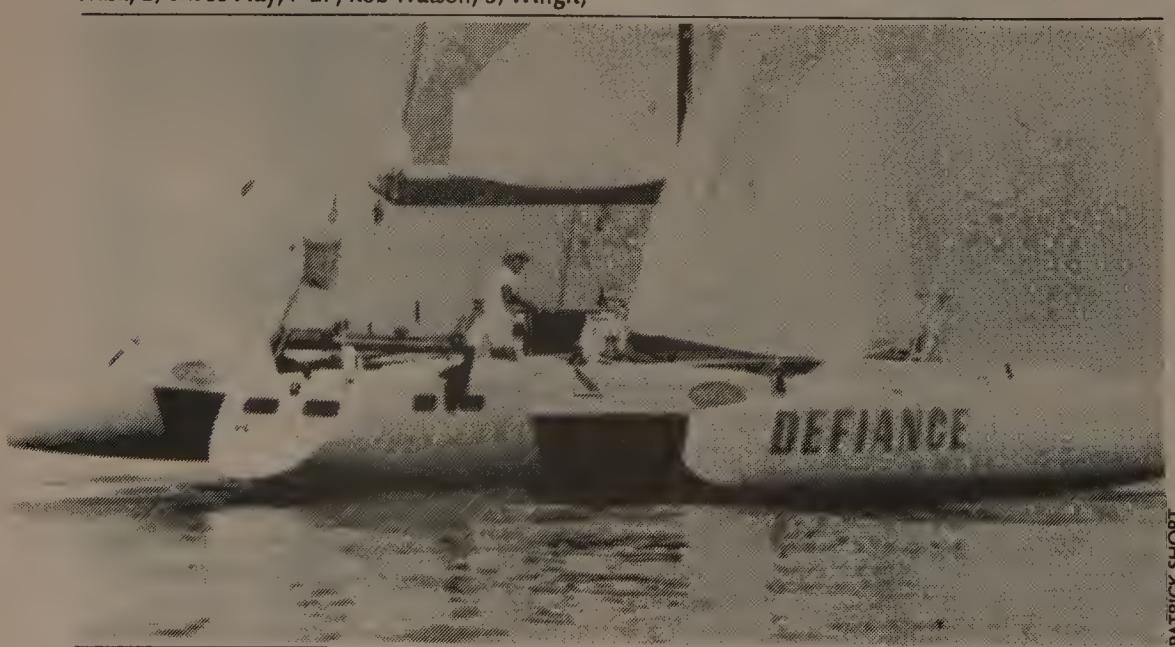
new paint job and sporting kevlar sails, *Yucca* looked well, modern compared to the other three J-Cup contenders: *Athene*, *Barbara* and *Xanadu*.

Conditions were perfect (15 knots of breeze, tops) for the 17-mile tour of the Central Bay. Quickly, the fleet sorted itself out into two races: one between *Yucca* and last year's winner, Chris Schroll's graceful S&S 63 yawl *Athene*, and farther back, a duel between Phil Grath's Rhodes 55 yawl *Xanadu* and Robert Klemmedson's 60-foot Alden staysail schooner *Barbara*. Unlike the Master Mariner's courses, the Jessica Cup had several short beats, which hurt *Xanadu*, racing sans centerboard (it was being repaired), the most.

First home was *Athene*, less than two minutes ahead of *Yucca*. After the handicaps — Myron Spaulding's guesstimates of the boats' old CCA ratings — were applied, *Yucca* beat *Athene* by some eight minutes; *Barbara* was a distant third, and *Xanadu* was fourth. "We were lucky *Athene* went for the wrong leeward mark and fell into a hole," claimed the ever-modest Hank Easom. "Anyway, what a great day for a sail!"

This was only the second year the Jessica Cup has been sailed using a fleet format (it was formerly a match race). Given the light turnout, the eligibility requirements for the race will probably be relaxed next year. Currently, only 17 yachts on the Bay meet the rather stringent criteria of the event: boats must be of traditional design and construction, marconi rigged, 50 feet minimum on deck and built prior to 1950.

"I think we'll be inviting smaller boats to join us from now on," said race spokesman



PATRICK SHORT

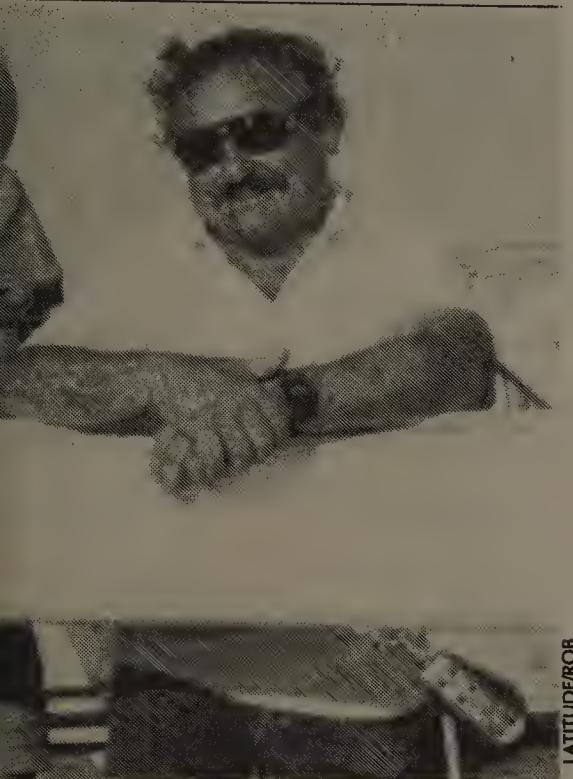
F-27, Ray Wells. (7 entries; 6 finishers)

DIV. II (0-126) — 1) *Mantis*, Express 27, Rich Tofte; 2) *White Knuckles*, Olson 30, Carol Benjamin; 3) *Cheyenne*, Wylie 34, James Fryer. (13 entries; 5 finishers)

DIV. III (127-168) — 1) *Anna Banana*, Moore 24,

boats, which were led across the line by *Yucca*, Hank Easom's 8-Meter, on a perfectly timed port tack start. Looking splendid in her

Time and tide waited for no man in this year's Vallejo 1-2. Predictably, a big boat — Bill Madru's 'Defiance' — won overall.



LATITUDE/ROB

Anna Peachy. "The Jessica Cup will be a much bigger deal next year."

International Masters Regatta

"It blew me away!" laughed San Francisco YC's John Scarborough when asked to comment on his victory in the 1991 St. Francis International Masters Regatta. "Who would have figured it? The credit goes to a good boat and a great crew."

Scarborough, an investment advisor from Belvedere, is too modest, at least according to Don Trask: "John's an old Bear and Star sailor who used to win a lot in the late '50s and early '60s. Then he walked away from the sport entirely for almost 30 years — complete cold turkey! Three years ago, I coaxed him out of retirement to crew in the Masters. Last year, he skippered and came in fourth behind Elvstrom, and this year he won! He's a natural — he got good starts, went the right way and showed the ability to come back through the fleet. He did a damn good job."

Helping Scarborough make his 'come-back' were "Frick n' Frack" (Bill Claussen and Jim Lindsey) and Richard Morris. Don Nazal and Phil Perkins split the owner-rep responsibility on J-Walker during the three-day (October 11-13) five-race regatta. This is the second year the team has sailed together in the Masters. "Claussen's an old friend from the Star boat days," explained John. "He dragged me into this!"

Scarborough posted a 1,3,3,1,3 record, good enough to beat Malin Burnham of San Diego by one point in the moderate air (14-16 knots) series. Fifteen teams sailed in this USYRU Championship, all sporting skippers 55 or older and crews at least 45 years of age. Defending champion Trask (with buddies Mike Lingsch, Bruce Munro, John Nies-

ley and Al Mitchell) came in a distant third. Jim DeWitt was fourth, sailing with Darrell Anderson, Myron Erickson, Vern Neff and Peter Szasz.

Though the field wasn't quite as 'international' as last year's (the 'Elvstrom Show' was a tough act to follow) and the Blue Angels held up the weekend racing seemingly forever, everyone enjoyed this year's Masters Regatta. Some changes are in the works to make next year's event even better: Rolex may sponsor the regatta, turning it into a 'big time' biennial event.

Naturally, Scarborough will be there next year to defend his title. Does his recent success whet his appetite to jump back into racing in a big way? "Yes and no," admitted John. "Realistically, I'm too busy to buy a boat or race more than occasionally."

1) J/Walker, John Scarborough, San Francisco YC, 10.5 points; 2) Casual Contact, Malin Burnham, San Diego YC, 11.5; 3) Rhythm Method, Don Trask, StFYC, 21.75; 4) Boss Hog, Jim DeWitt, StFYC, 27; 5) Illusion, Lew McMasters, St. Petersburg YC, 33; 6) No Name, Charlie Dole, Waikiki YC, 34; 7) Just Jake, Hank Grandin, StFYC, 37; 8) Primal Scream, Bill Deardorff, Santa Barbara YC, 38; 9) Cheech Wizard, Vernon Stratton, Royal Thames (England), 39; 10) Master Bayter, Ernie Rideout, Santa Cruz YC, 49. (15 boats)

Yankee Cup & Champion of Champions

"There are horses for courses," said Morningstar tactician Greg Palmer as he shrugged off their victory in this year's Champion of Champions Regatta, hosted by St. Francis YC on October 19-20. "We just happened to have the right horse for the conditions."

BEER CAN FINAL RESULTS

Benicia YC Championship Series

DIV. A — 1) Freestyle, C&C 33, Dave Jones, 17.5 points; 2) Invictus, C&C 40, John Webb, 19.75.

DIV. B — 1) North Mist, Catalina 30, Jim Aton, 25.375 points; 2) Sunset Strait, J/24, Kathleen Jones/Bob Neal, 32.

DIV. C — 1) Disney Girls, Newport 27, Mike Maggart, 30.5 points; 2) Stress Therapy, Newport 30, Les Mirkovich, 37.25.

OVERALL — 1) Sunset Strait; 2) Invictus; 3) Freestyle.

(Winners of the BenYC Thursday Night Series — 10 races, 5 throwouts, 25 boats — competed in this 6 race, 1 throwout Championship Series)

Berkeley YC Friday Nights
BIG — 1) Wide Load, Santana 35, Bruce Wilcox.
LITTLE — 1) Knuckles, Santana 22, Lou Broc.

Lately, though, it seems like whatever race course Tiburon architect Larry Doane brings his Express 37 Morningstar to, the results are the same. The ODCA Champion of Champions was no exception: in an abbreviated series (Sunday's windless race was abandoned), Doane's 2-1 performance on Saturday was good for Division I and overall honors. It was a fitting end to a fabulous season: Morningstar also won her class in the Big Boat Series and the Volvo Regatta. "We have a good crew," said Larry modestly.

A big 'horse' in Division II, Sam Hock's Islander 28 Jose Cuervo, also emerged victorious. Both Doane and Hock won their respective ODCA (one design) classes this summer, but that was not necessarily the case throughout the 20-boat fleet. To bolster the sagging C-of-C ranks (last year, a mere 11 boats showed up), each class was invited to send a substitute for their summer champion if he or she chose not to attend. This decision, combined with holding the regatta at the end of the racing season instead of next spring, 'saved' the regatta as far as we can tell.

Another good move was holding the regatta in conjunction with the Yankee Cup, the annual end of the year 'champion of champions' regatta for the HDA divisions. Not only were there economies of scale with race committee work, but the dual events made for more interesting shoreside viewing — not to mention more elbows rubbing on the bar afterwards. The outcome of the Yankee Cup, however, was never seriously in doubt, as Rick Caskey's kevlar-outfitted Olson 911S Wavetrain steamrolled her way to a 4.25 point lead on Saturday, one which stood when Sunday's contest was called off.

(29 boats — based on 26 races; scoring is 'horserace style', i.e., only first place counts)

Corinthian YC Friday Nights

PHRF I (big boats w/ spinnakers) — 1) Hana Ho, SC 50, Rolfe Croker, 109 points; 2) National Biscuit, Schumacher 35, Colin Case, 77; 3) Leda II, Lapworth 36, David James, 67. (8 boats)

PHRF II — (big boats w/o spinnakers) — 1) Smogen III, sloop, Julie Levicki, 120 points; 2) Request, Express 37, Glenn Isaacson, 61; 3) Absolute, Islander 36, Steve Schneider, 47. (12 boats)

OLYMPIC — 1) Lone Jack, Soling, Susie Madrigali, 58 points; 2) Censored, Soling, Brett Allen, 57; 3) Second Edition, Soling, Marcia Mahoney, 36. (10 boats)

PHRF IV (medium boats w/ spinnakers) — 1) Abigail Morgan, Express 27, Ron Kell, 72 points; 2) Sight Unseen, 11 Metre, Paul Kaplan, 47; 3)

THE RACING

CHAMPION OF CHAMPIONS:

DIV. I — 1) Morningstar, Express 37, Larry Doane, 2.75 points; 2) Windwalker, Islander 36, Rich Schoenhair, 4.75; 3) Swell Dancer, Santana 35, Jim Graham, 5; 4) Gonnawriteacheck, Express 27, John Collins, 8; 5) Smokin' J, J/29, DeWitt/Winterbottom, 10; 6) J/Walker, J/24, Phil Perkins, 12; 7) Soul Sauce, Olson 30, Bob McCloud, 15; 8) Mintaka, Newport 30, Gerry Brown, 15; 9) Fat Cat, Catalina 30, Seth Bailey, 19; 10) Outbound, Olson 25, Bill Blosen, 19; 11) Animal Eye, Hawkfarm, Steve Siegrist, 21. (11 boats)

DIV. II — 1) Jose Cuervo, Islander 28, Sam Hock, 5 points; 2) Jubilee, Ariel, Don Morrison, 5; 3) Con Carino, Cal 2-27, Gary Albright, 5.75; 4) Twisted, Ranger 23, Don Wieneke, 6.75; 5) MyToy, Ranger 26, Dave Adams, 10; 6) Diana, Santana 22, John Skinner, 11; 7) Tension II, Cal 20, John Nooteboom, 13; 8) Fledgling, Golden Gate, Mike Bonner, 15; 9) Cahada, Islander Bahama 24, Dan Bjork, 18. (9 boats)

YANKEE CUP:

1) Wave Train, Olson 911S (PHRF 126), Rick Caskey, 2.75 points; 2) Current Asset, Islander 30 (PHRF 186), John Bowen, 7; 3) Kamala II, Ranger 29 (PHRF 180), Bill Keith, 8.75; 4) (tie) Movin' On, Jeanneau 32 (PHRF 156), Bob Neal; Dulcinea, Killer Whale (PHRF 210), Mike Mathiasen/Bill Pritchard; and Contessa II, Centurion 42 (PHRF 75), Gordon Cox, 10; 7) My Rubber Ducky, Hobie 33 (PHRF 90), Lee Garami, 11; 8) Crinan, C&C 30 (PHRF 177), Bill West, 18. (9 boats)

Adams Cup

Remember, you read it here first: Betsy Alison of Newport, RI, will be named the 1991 Rolex Yachtswomen of the Year come February. After her performance in September — firsts in the Rolex International



Woman's Keelboat Championship in Newport, RI, and then at the Adams Cup on the Bay — well, we figure the trophy and the Rolex watch must already be engraved.

Alison's effort at the Corinthian YC-hosted Adams Cup (the U.S. Women's Sailing Championship) on September 24-28 was spectacular. Sailing with Betsy McClintock and Marshall Lawson, Alison ran away with the 9-race round-robin event, finishing 19.25 points ahead of the next boat despite not having practiced much in Solings. Alison, however, is no stranger to the Adams Cup: she won it previously in 1984 and 1990.

Sailed on the Berkeley Circle in winds between 6-25 knots, the national championship pitted the best women from nine USYRU (or USSA, or whatever it's called now) against each other. Susie Madrigali,

Winners all: 'Swell Dancer' leads 'Smokin' J' and 'Windwalker' in race one of the new, improved Champion of Champions Race.

with crew Anna Peachy and Stephanie Wondolleck, represented Area G ably, finishing a close third behind Karin Olsen of Illinois. Our local team also earned the Frances McElwain Wakeman Sportsmanship Award, which rewards "fairness, generosity and grace under pressure".

"That was a pleasant surprise," said Madrigali, who enjoyed the regatta but would have preferred more wind. "The Corinthian YC did a really good job of equalizing the boats, all of which came with new sails. That, combined with the weird conditions — local knowledge didn't have much to do with it — made this a really fair

BEER CAN FINAL RESULTS

Curses, Express 27, Harry Allen, 42. (19 boats)
PHRF V (medium boats w/o spinnakers) — 1)
Quickstep II, IOD, Mark Pearce, 111 points; 2)
Accounts Payable, IOD, Richard Pearce, 101; 3)
QE3, Tartan Ten, Richard Bates, 37. (14 boats)
PHRF VI (little boats w/ spinnakers) — 1)
Wherewolf, Cal 29, John Hauser, 77 points; 2)
Alouette, Day Sailor, Herb Meyer, 48; 3) Puff, Cal
20, Jerry Leth, 47. (12 boats)
PHRF VII (little boats w/o spinnakers) — 1)
Karaeste, Knaar, Douglas Moore, 85 points; 2)
Samsara, Cal 20, Gilboy/Snow, 85; 3) Freyja,
Catalina 27, Ray Nelson, 55. (23 boats)
(21 races; 0 throwouts)

Encinal YC Twilight Series

DIV. A — 1) Top Gun, Express 27, Bill Mohr, 7.5
points; 2) Gryphon, J/36, Ron Landmann, 12.5; 3)
Excalibur, Santana 35, Byron Mayo, 16. (17 boats)

DIV. B — 1) Blazer, Moore 24, Adam Sadeq, 8.5
points; 2) Mr. McGregor, Wylie Wabbit, Kim
Desenberg, 9.5; 3) Loose, Custom 24, Jerry Fisher,
10.75. (17 boats)

J/24 — 1) Toad, Miller/Montoya, 4.25 points; 2)
Phantom, John Culliford, 5.5; 3) Resolute J, Mark
Steinhilber, 12. (6 boats)

DIV. D — 1) Warhawk, Hawkfarm, Bill Patience,
4.25 points; 2) Snow Goose, Santana 30, Ted
Mattson, 5.5; 3) Sea Quake, C&C 29, John Marshall,
13. (13 boats)

DIV. E — 1) Rhombus, Int. 110, Jim Bilafer, 3; 2)
Wine Glass, Siedelman 25, Tito Rivano, 6.75; 3)
Soliton, Santana 22, Mark Lowery, 11. (6 boats)

DIV. F — 1) Fat Cat, Catalina 30, Seth Bailey,
4.25 points; 2) Serenity, C&C 29, S. & C.J. Rankin,
6.5; 3) Enchanted, I-30, Walt Vance, 12. (10 boats)

DIV. G — 1) Tempest, Santana 22, Hal
Wondolleck, 4.25 points; 2) Illegal Procedure, Cal

20, Andy Brennan, 5.5; 3) Mer-A-Lee, Coronado
25, Lon Elledge, 17. (9 boats)
(Second Half only; 5 races, 1 throwout)

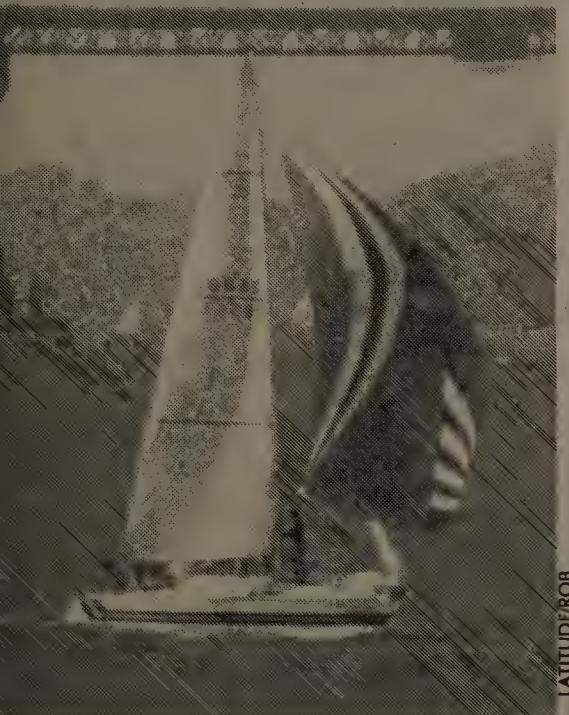
Folkboat Wednesday Night Series (at Golden Gate YC)

FOLKBOAT — 1) Galante, Otto Schreier, 11.75
points; 2) Volker II, Jerry Langkammerer, 31.5; 3)
Windy, Bill DuMoulin, 36. (16 boats entered; 9
average starters)

IOD — 1) Xarifa, Paul Manning, 16 points; 2)
Undine, Dennis Jermaine, 21.25; 3) Harem, Noel
Markley, 35.5. (6 entered; 3 average starters)

KNARR — 1) Kestrel II, Mickey Waldear, 22.5
points; 2) Hyperactive, Joel Fong, 28.5; 3) Red
Witch, Craig McCabe, 33.75. (21 entered; 14
average starters)

(12 races; 3 throwouts)



regatta. Betsy sailed the best and deserved to win."

In Adams Cup competition, Madrigali has now come in second (Miami, '87), third (this time) and fourth (Everett, WA, '88). "I'm going to keep plugging away until I win it," she declared cheerfully. Next year's competition will be held at Bay Head YC, New Jersey, in Lightnings.

1) Betsy Alison, Newport, RI (Area A), 12.5 points; 2) Karin Olsen, Lake Forest, IL (Area K), 31.75; 3) Susie Madrigali, Ross, CA (Area G), 33.75; 4) Nina Nielsen, Newport Beach, CA (Area J), 44; 5) Wendy McBride, Sidney, BC (Area H), 47; 6) Muffin Alford, Houston, TX (Area F), 48.75; 7) Mary Salzer, New Orleans, LA (Area D), 57; 8) Lorraine Kapilow, Rye, NY (Area B), 59; 9) Judith Hanlon, Norwalk, CT (Area C), 68.

Race Notes

Powering up: long distance singlehanded sailor **Mike Plant**, one of only five sailors ever to complete three solo circumnavigations, has a wild new high-tech 60-footer under construction back at Concordia Custom Yachts in South Dartmouth, Mass. (the yard that built the Schumacher 50 *Heart of Gold*). Plant's boat, a Rodger Martin design called **Duracell 2**, will be completed next spring in time to sail in 1992-93 Globe Challenge, a grueling 23,000-mile solo marathon. Built of exotic material — including an 85-foot carbon fiber mast and a 13.6-foot tungsten alloy bulb keel — the new boat will be 9,000 pounds lighter and "twice as powerful" as the original *Duracell*. Both designer and builder claim that *Duracell 2*, which is designed to plane in a breeze, will be one of the fastest monohulls in the world.

Laserium: Seabird Sailing and Encinal YC co-hosted the annual **Around Alameda Race** (properly known as the Sir Francis Chichester Circumnavigation of Alameda Race) on September 29. Nineteen Lasers, three Laser IIs and four Bytes competed in the slow (over four hours) lap around the island. Clockwise (with the current) proved to be the popular and correct way to go, with Fairfax's **Patrick Andreasen** coming home first in the Laser fleet. He was followed closely by Matt McQueen, Chris Sloane, Al Sargent and Simon Bell. The first woman was Annelise Moore; 'wrong way' winner was Patrick Whitmarsh. Ron Loza won in the Laser IIs, while Jennie Greenough bested the Bytes (a 12-foot 'mini-Laser').

Just wondering: the **5th Annual Yacht Clubs of Long Beach Charity Regatta** on September 29 was another great success. Over 200 boats participated in racing

sponsored by 6 different Long Beach yacht clubs, with \$10,000 raised for The Children's Clinic, a local center which provides medical and social care for needy and indigent children. On the Bay, we have a few regattas for charity (e.g., Full Circle Regatta, Doublehanded Lightship) and Monterey Bay used to have (and may still have?) the United Way Regatta. However, nothing up here comes close to the Long Beach Charity Regatta or San Diego's Sunkist Regatta. Why is this?

Fading away? Berkeley YC's annual **Nimitz Regatta** on September 12 was long on fun and short on entrants. Only two yacht clubs fielded teams for the quasi-team racing, which consisted of three heats on the Olympic Circle. Richmond YC won the event for the fourth year in a row, defeating host Berkeley YC 5-4. Sailing for Richmond were **Con Carino** (Cal 2-27, Gary Albright), **Vivace** (Olson 25, Bill Riess) and **Killer Duck** (Wylie 34, George Creamer/Rick Schuldt). Berkeley's team consisted of **Naressia** (Coronado 25, Bobbi Tosse), **Blue Max** (Dehler 34, Jim Freeland) and **Wave Train** (Olson 911S, Rick Caskey). "At least we gave them a good scare this year!" laughed BYC's Bobbi Tosse. "It really was entertaining — but if we can't get more boats interested, this could be the end of it."

Rising to the challenge: 10 boats raced in the **Second Annual Ballena Bay YC South Bay Challenge** on October 12-13. Individual winners of the light air weekend regatta follow: Spinnaker Div. — 1) **Aquila**, Newport 41, Richard Whiteside; 2) **Chewink**, Golden Gate, Tim Donnelly (4 boats). Non-Spinnaker Div. — 1) **Tortseasor**, Olson 34, Jeff Rude; 2) **Wind Porsche**, Catalina 38, Ed Laenen; 3) **Wave Rider**, Hunter 31, Tony

BEER CAN FINAL RESULTS

Golden Gate YC Friday Nights

PHRF I — 1) **Mystery Eagle**, SC 27, Roger Sturgeon, 19.75 points; 2) **J/Walker**, J/24, Phil Perkins, 29.25; 3) **Northern Light**, Santana 35, Roger Neatherly, 35; 4) **Power Play**, J/29, Peter Cunningham, 35.5; 5) **Peaches**, Express 27, Tom Martin/John Rivlin, 42.75, (14 boats)

PHRF II — 1) **Freja**, Folkboat, Ed Welch, 6.5 points; 2) **Easy Rider**, Cal 20, Joseph Schmidt, 27.75; 3) **Catfish**, unknown, Tom Enderle, 32; 4) **Aquavit**, Knarr, Ray Palmer, 35.75; 5) **Jambalaya**, Ranger 26, John Toupin, 46. (12 boats)

(8 races; 1 throwout)

Oyster Point YC

Summer Beer Can Series

1) **Done Deal**, Merit 25, David Henderson/Colleen Haley, 21 points; 2) **Vitesse**, Beneteau 355, Stephanie Greer/Eric Nequist, 22; 3) **Rachel**,

Ericson 30, Mark Thomas, 26.

(45 boats sailed at least once; 8 boats qualified; best 5 of 6 races)

Island YC Summer Series

DIV. A — 1) **Saint Anne**, Olson 30, Dick Heckman, 9.75 points; 2) **Top Gun**, Express 27, Bill Hoffman, 10.5. (7 boats)

DIV. B — 1) **Takeoff**, Laser 28, Greg Byrne, 7.25 points; 2) **Vivace**, O-25, Bill Riess, 14.5. (6 boats)

WYLIE WABBIT — 1) **Tulawemia**, Mark Harpster, 8.5 points; 2) **Kwazy**, Colin Moore, 12.75. (5 boats)

DIV. C — 1) **Eclipse**, Hawkfarm, Desenberg/Altman, 3.75 points; 2) **Two Bits**, Cal Quarter Ton, Osborn Family, 17. (8 boats)

J/24 — 1) **Phantom**, John Gulliford, 3.75 points; 2) **JPI**, Pete Crystal, 13. (6 boats)

DIV. E-1 — 1) **Promises**, Promises, Holder 20,

Matt Thurber, 8.75 points. (3 boats)

DIV. E-2 — 1) **Mer-A-Lee**, Coronado 25, Lou Ellidge, 5. points; 2) **Kattepus VI**, Cal 2-27, Lou Haberman, 9.75. (5 boats)

SANTANA 22 — 1) **Soliton**, Mark Lowery, 11.5 points; 2) **Riff Raff**, Erik Menzel, 11.75. (8 boats)

(2nd half only; 5 races, 0 throwouts)

Sausalito YC Sunset Series

DIV. A (spinnaker < 165) — 1) **Ukiyo**, J/35, John Williams, 20.5 points; 2) **E-Ticket**, Olson 25, Spooze Syndicate, 21.5; 3) **Team Bonzai**, Moore 24, Noel Wilson, 25.5. (12 boats)

DIV. B (spinnaker > 165) — 1) **Impossible**, Ranger 23, Gary Kneeland, 13.5 points; 2) **Jose Cuervo**, Islander 28, Sam Hock, 14.25; 3) **Patience**, Ranger 23 (tall rig), John Baier, 21.5. (10 boats)

DIV. C (non-spin. < 165) — 1) **Sally Ann**, Express 37, Michael Franchetti, 17.25 points; 2) **Shooter**,

THE RACING

Fraga (6 boats). Four different South Bay yacht clubs were represented in the Challenge Cup; host Ballena Bay YC took club honors for the second year in a row.

Dinghy daze: "No one died, and the best sailors won," said Dave Wahle of the Fall 505 Regatta in Santa Cruz in late September. Fifteen boats sailed in the moderately windy event ("It only blew about 18 knots," said Dave. "25 is optimal for 505s — over 30, things go to hell pretty quickly.") The top three teams in the 4-race event were: 1) Bruce Edwards/Dave Shelton, 8.25 points; 2) Jay Kuncl/Jim Wondolleck, 13; 3) Bob Sutton/Jim Maloney, 15. In August '92, the 505 Worlds will be sailed out of Santa Cruz YC.

Speaking of world championships, 1991 was a banner year on San Francisco Bay (Etchells, IOD, Mistral, Folkboats). It was also a good year for USYRU events (Leiter Trophy, Adams Cup) and the usual smattering of national championships. Next year, there is at least one more world championship — in addition to the 505s — slated for our backyard. That would be the 70th Star Class World Championship, which St. Francis YC will host on October 11-18. Over 100 Stars from every corner of the world are expected to compete on Berkeley Circle for one of the most coveted prizes in yachting — the right to sew a gold star on one's mainsail.

SBYRA wrap-up: the 8-race South Bay Yacht Racing Association season ended with a pair of light air races on Oct. 5-6. Winners of Saturday's Sequoia YC-hosted race follow: Div. A — Coyote, Wylie 34, Nick Klusnick; Div. B — Dancer, Cal 9.2, Mike Dixon; Div. C — Sundancer, Catalina 27,



Adams Cup action, starring 27 of the most talented women sailors in the United States.

Robert Carlen; and Div. D — Leeward, Catalina 30, Jim Balestra. Spinnaker YC hosted Sunday's drifter, a make-up of an earlier race. Winners were: Div. A — Spectra (Columbia 45, Hal Wright); Div. B — Dancer; Div. C — Sundancer; and Div. D — Stoway, Catalina 30, Mike Haddock. Overall season champions were Spectra, Dancer, Sunkist (J/24, Kevin Hempson) and Leeward. The SBYRA will host a series of 'stand-alone' midwinter races beginning with a Coyote Point-hosted race on November 16. For more info, call Mike Dixon at 635-5878.

Bull market: in Pamplona, Spain, they 'run the bulls' each July. At Richmond YC,

'running the bulls' is an October tradition, more properly known as the annual *El Toro Stampede*. This year's gathering on October 12-13 attracted 40-some boats and, as usual, there were jillions of prizes in zillions of categories. Here are some of the winners: Team Races — Brian McCarthy, Jim Warfield, Al Anderson (6 teams); Stampede — 1) Matt McQueen, 2) Vaughn Sievers, 3) Hank Jotz (43 boats); Bull Throwers — Nick Nash (flyweight), Skip McCormack (light), Matt McQueen (middle), Al Anderson (heavy); *El Sacko de Manuro* — Matt McQueen; Green Bottle — Dennis Silva; Tender Trot — Jason Martin; Teen Trot — Vaughn Sievers (with "Sally" the dog); and Senior Trot — Jim Warfield.

More USYRU championships: Carlton Tucker of Florida won the 1991 Alter Cup (U.S. Multihull Championship) at Coronado YC, CA, on September 16-19. The event, which Tucker won for the third time in five years, was sailed this year in Prindle 19s in light to moderate breezes. Area G representative Wayne Mooneyham of San Jose, along with crew Jim Sajdak of Fairfield, came in second in the 10-boat field. . . On September 26-29, Jaime McCreary of Connecticut won the 17th Annual USYRU Champion of Champions Regatta in Northeast Harbor, Maine. The event pitted 19 national champions against each other in IODs — coincidentally (or not?), McCreary was the IOD class champion. Other top finishers: 2) Jim Brady (J/24); 3) Jack Slattery (Interclub); 4) Ed Adams (Snipe).

BEER CAN FINAL RESULTS

Islander 36, Robert Garvie, 30.5; 3) Contessa II, Centurion 42, Gordon Cox, 31.25. (9 boats)

DIV. D (non-spinnaker > 165) — 1) Ruckus, Newport 30 Mk. II, Paul Von Wiedenfield, 16.5 points; 2) Tackful, S-22, Frank Lawler, 26.5; 3) Perezoso, Excalibur 26, Jeff Nehms, 28.75. (6 boats) (10 races; 2 throwouts).

Sausalito Cruising Club Friday Night Late Series

DIV. I (0-175, spinnaker) — 1) My Rubber Ducky, Hobie 33, Lee Garami, 4.25 points; 2) Ruckus, Newport 30, Paul Von Wiedenfield, 8.75; 3) Breakaway, J/30, Dale Mead, 10. (7 boats)

DIV. II (176-up, spinnaker) — 1) Windfall, Ranger 26, Roy Kinney, 6.5 points; 2) Perezoso, Excalibur 26, Denny Sargent, 7.75. (6 boats)

DIV. III (0-175, non-spin.) — 1) Line Drive, Pet. 34, David Reed, 4.25 points; 2) Amanda, Newport

30 Mk. II, Patrick Broderick, 9.75. (4 boats)

DIV. IV (176-up, non-spin.) — 1) Tackful, Santana 22, Frank Lawler, 12 points; 2) Sandy Bottom, Ranger 23, Sandi MacLeod, 12; 3) Patience, Ranger 23, John Baler, 12.5. (4 boats) (2nd half only; 4 races, 0 throwouts)

Vallejo YC Weekend & Wednesday Night Races

DIV. A (PHRF < 200) — 1) Cole Train, Yamaha 33, Doug Cole; 2) X Ta C, Olson 29, Bill Sweitzer; 3) Zinfandel, Newport 30, George Van Dolson. (12 boats)

DIV. C (PHRF > 200) — 1) Risky Business, Santana 22, Tom Rolf; 2) E.T.C., Santana 20, Tom Ochs; 3) Latent Image, Dufour 24, Gary Slack. (12 boats)

(Combined results for best 18 of 24 Wednesday night races and best 7 of 10 weekend races)

Georgia (a sub-tropical year-round sailing port on the Black Sea). A franchise agreement between UK International and Fazisi SP, a large Russian corporation with subsidiaries in the timber and sailboat building sectors, was signed. Fazisi SP was the primary sponsor of the first Soviet Whitbread race entry, the 83-footer *Fazist*, which finished 11th. A new ketch-rigged boat is being planned for the 1993-94 **Whitbread Round the World Race**. Guess who'll make the sails?

Yachting youngsters: the grand finale of the 1991 **Northern California Youth Sailing Association**'s regatta series took place at Coyote Point YC on October 19-20. Twenty-five junior Laser sailors attended the chalk-talk and video analyses on Saturday, and then hit the race track on Sunday. Four races were held in light air, with the following overall results: Div. A — 1) Matt McQueen; 2) Christian Jones; 3) Brian Mullen; Div. B — 1) Erica Mattson; 2) Annelise Moore. There are no NCYSA events until next spring (though juniors are encouraged to keep their skills sharp by sailing in Richmond YC's midwinter dinghy series). To be eligible for next year's NCYSA events, one needs to be under 20 years old in 1992, have access to a Laser or El Toro, and know the sailing basics. To get on the NCYSA mailing list, call the following

in PHRF) are first-to-finish candidates. Only two Northern California boats will make the 804-mile trek to Mexafornia: Tony Gerber's Swan 57 *Lianda* and John Linneman's Beneteau 45f5 *Mystical Creampuffs*. Pray for wind (our article two years ago was titled "Painted Ships Upon A Painted Ocean") and don't forget to sign in on the *Some Like It Hot Rally* bulletin board at Papi's.

Who's hot in Santa Cruz: the six race, one throwout **Santa Cruz YC Fall One Design Series** ended last month. Winners in the five fleets follow: Soling — *Mach Two*, Gil Smith (3 boats); Santa Cruz 27 — *Hanalei Express*, Roger Sturgeon/Rob Schuyler (7 boats); Moore 24 — *Speedster*, Jim Samuels (5 boats); J/24 — *Runnin Sweet*, Darrel Louis (3 boats); Santana 22 — *For Sure*, Eric Peterson (9 boats).

Women's Day on the Bay: two 'woman skipper' events (crews can be of either gender) occurred simultaneously on the pleasant day of October 19. **Berkeley YC's 16th Women Skipper's Cup** attracted only 8 boats for their 12-miler (organizer Bobbi Tosse cited competition from 7 other regattas that day as the reason for the plunge in entries). Top finishers in that event were: 1) *Harp*, Catalina 38, Sallie Rowe; 2) *Wildfire*, Ranger 37, Bobbi Tosse; and 3) *Blue Max*, Dehler 34, Diana Freeland. Meanwhile, the Sausalito YC hosted their

Collegiate circuit: Cal Berkeley hosted the first big regatta of the year, the **Stoney Burke Intersectional**, on October 12-13. To no one's great surprise, UC Irvine (with skippers Nick Adamson and Geoff Becker) walked away with the event. University of Hawaii, fielding its strongest team in years (skippers Jeff Olson, John Myrdal), was second, followed by 3) Orange Coast College (Matt Reynolds, Damien Craig); 4) Stanford (Scott Sellers, Matt Sanford) and 5) Berkeley (Burke Blackman, Brandon Paine, John Horsch).

Road to Tokyo: The highlight of the year for collegiate sailors promises to be the upcoming **1991 Japan-United States Intercollegiate Goodwill Games** on Nov. 23-Dec. 1 in Tokyo, Japan. Forty-eight of the finest collegiate sailors in the country and three coaches (including Stanford's **Blake Middleton**) have been selected to participate in the all-expenses-paid 470/Snipe regatta. Four local sailors got the nod in the 470 class: **Brady Sih** and crew Matt Dunbar (Stanford), and **Seadon Wijsen** and Brandon Paine (Berkeley). Stanford's Geoff McDonald made the team as an alternate.

Crusading Christians: the sixth annual **Hans Christian Regatta** was hosted by Encinal YC on Saturday, October 5. Details of the event were sketchy, but we're told that Keith Holmes' HC 43 *Lady Guinevere* was the overall winner by a healthy margin. Eleven boats showed up for the race and subsequent get-together; divisional winners were *Panache* (HC 33), *Spiritress* (HC 38T) and *Lady Guinevere*.

Poti training: the 18th UK Sailmakers' loft in the world recently opened in Poti, Soviet

COURTESY NCYSA



Junior sailors learn a lot at NCYSA symposiums, including how to waterski on Laser centerboards.

number before midnight tonight: (415) 457-9374. Ask for Patrick Andreasen.

Fall crawl: As we went to press, only 22 boats were signed up for **Long Beach YC's Cabo Race** on November 15-16. Thirteen entries (9 ULDB 70s, 3 Big Macs and Mike Campbell's new Andrews 70 *Victoria* sailing

Commodore's Cup, a club-only women skippers race which drew 9 boats. Laura Bombardier won the 3-boat spinnaker division sailing John Williams' J/35 *Ukiyo*, while Gayle Permar took the non-spinnaker class with her Stewart 42 *Camille*.

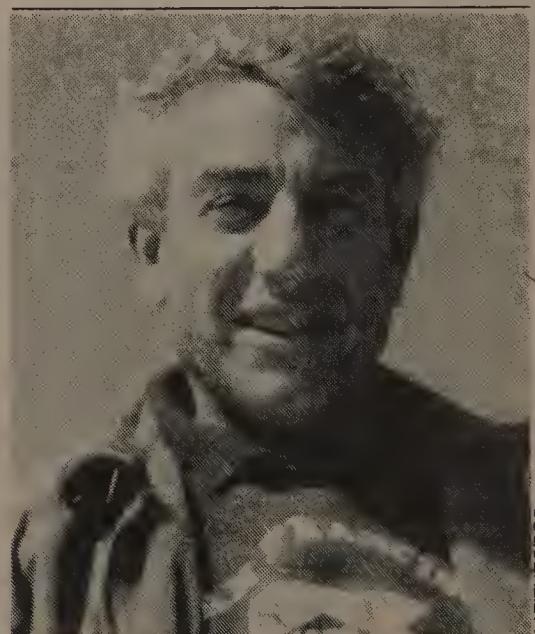
In the non-event category: the **McGaw Cup**, a match race between St. Francis and Richmond yacht clubs scheduled for October 19-20, was "postponed and possibly can-

THE RACING SHEET

celled" . . . The first annual 'Runga-Cutta' Race from San Francisco to Half Moon Bay drew an eclectic 38-boat fleet, ranging from the Express 37 GU to liveaboard yachts like Hans Christians. It was meant to be the first-ever OBCRA (Offshore Beer Can Racing Association) event, but apparently the organizers (Sierra Point and Half Moon Bay yacht clubs) forgot to pay their wind bill. Everyone DNFed the casual contest, which did nothing to diminish the fun factor at the party that night. By the way, what the heck's a 'runga-cutta'? . . .

It looks like Area G (that's us) will go unrepresented in the upcoming **Lloyd Phoenix Trophy** (USYRU Offshore Championship) in Annapolis on November 1-3. Maybe there are too many USYRU championships (there are about 15 of them) and this lack of interest could indicate that some of them could be dropped, or at least become biennial events. Keep the junior championships though!

The Strait scoop: Despite being able to only come and go from Martinez at high tide, Dennis and Kathy Folsom's C&C 44 Willow won the 1991 Martinez YC Fun Race Series overall. The casual 8-race, 2-



LATITUDE/ROB

Glenn Isaacson, owner/driver of the Express 37 'Re-Quest' — one of the good guys in the sport.

throwout series occurred in Carquinez Strait on weekends throughout the year. "We're primarily a power boat club," admitted MYC Sail Fleet Captain Dick Jaenson, "but this is proof that we do enjoy yacht racing as well. The series is open to any member of a PICYA club, and we're hoping for even more

participation next year." The top five finishers follow: 1) Willow, C&C 44, Kathy & Dennis Folsom; 2) OK, OK, OK, Morgan 41, Arlene & Greg Davidson; 3) Escape Hatch, O'Day 27, Gladys & Dick Jaenson; 4) Wings, Islander 30, Rich Waldie; 5) Catmandu, Catalina 38, Lynda & Glen Jurczyk. (11 boats)

Pleasant dilemma: San Francisco YC's annual **Round the Island Race**, a club-members-only lap from Raccoon Strait around Treasure Island and back by way of Southampton Shoals, enjoyed a stellar turnout (49 boats) this year. Unfortunately, only 2 boats made it home before the 4:30 p.m. time limit — *Hana Ho* (SC 50, Rolfe Croker) and *Re-Quest* (Express 37, Glenn Isaacson). Isaacson corrected out by 3 minutes and will have his boat's name engraved on the trophy. Glenn also won a large portion of the \$1,800 calcutta betting pool for 'buying' the *Hana Ho* team. Ironically, had he slowed *Re-Quest* down a little bit, *Hana Ho* would have won the race — and, according to Jeff Madrigali's calculations, Isaacson would have taken home \$400 more. Fame or fortune — what would you have chosen?



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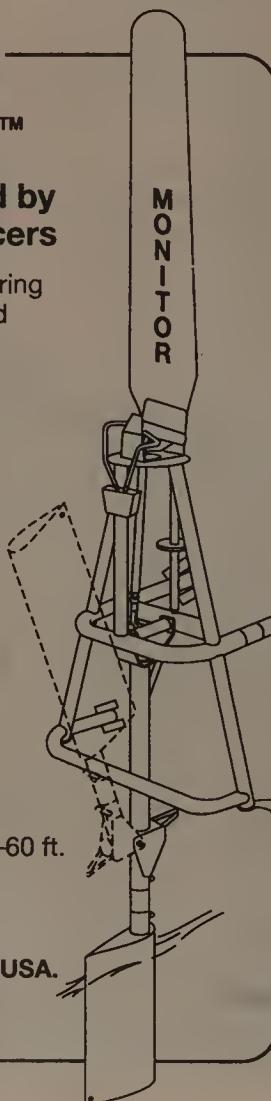
Five of these vanes were MONITOR windvanes and two were Aries (no longer manufactured).

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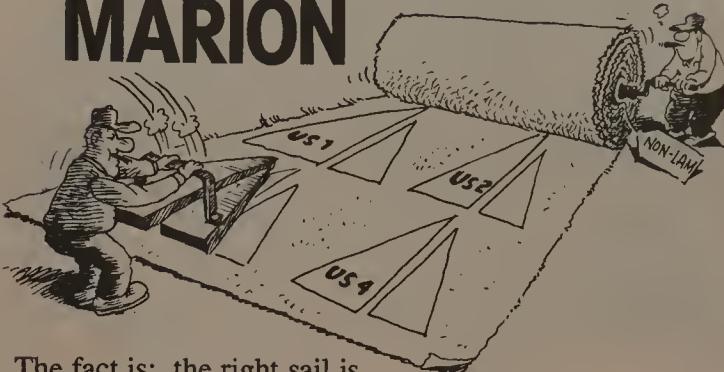
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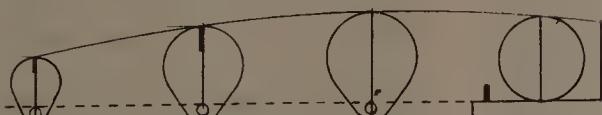


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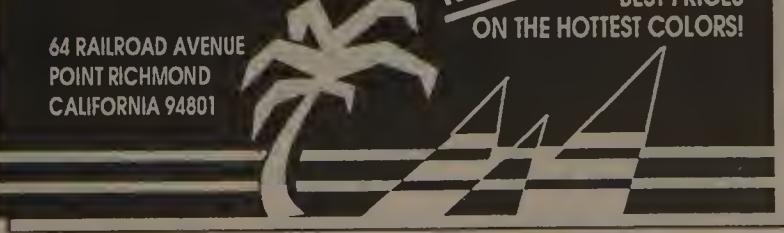
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CHANGES IN

With reports this month on the **Mexico Crew List Party**; on **Wild Spirit's** cloudy 42-day passage from Japan to Canada; on **Egret's** fun in Panama's Las Perlas Islands; on **Whitey & Barb's Jungle Club** in Costa Rica; on the **Hekking's** thanks to everyone for their help in saving **Tovitchka**; on **Take It Easy's** voyage from San Francisco to Maine; on **Mahina Tiare's** second season of sail training from Canada to Hawaii to Alaska; on **Kite's** good times in the **Europa '92 Rally**; and lots and lots of **Cruise Notes**.

Mexico Only Crew List Party (Sausalito Cruising Club)

The cruising kick-off party season got off to a smooth start on October 2nd when *Latitude* held its annual Mexico Only Cruiser's Party at the Sausalito Cruising Club. Robyn Tedd, official estimator, figures about 250 folks attended.

The Mexico Only Crew List Party has evolved. In the early years, many of the folks who showed up just wanted to party with other sailors. In recent years, folks have had more of a purpose: to find a boat or crew. Basically this year's group consisted of people who were ready, willing and able to sail out the Gate and head left.

There were young cruisers, old cruisers, male cruisers, female cruisers, and one attractive woman cruiser-to-be who didn't want her photograph taken for fear the man in her life might see it! Names were exchanged, cocktails consumed, cruising

down the coast from the Pacific Northwest, some — like Russ Duff — came up from Southern California. Duff was well-prepared, with his own flyer describing both him, his boat and his intentions:

"Russ is a 41-year old, recently retired male perusing a life-long dream of seeing the world from a cruising sailboat. He is over 6-feet tall, in good shape, with brown hair, eyes and mustache. He's intelligent, good-humored, easy-going, and should — in general — make a decent travelling companion. His *Oracle* is a very comfortable, sea-kindly, American-made, semi-custom 45-foot, full keel cruising cutter with new sails, electronics, interior, etc. When the current refit is complete, she should be better than new and an ideal boat for long term cruising for two couples."

If his boat is as well prepared for the ocean as he was for the Crew List Party, he should have smooth sailing.

Cruising is, of course, favorite activity for those who've just gotten out of their businesses, like Doug and Anne Murray of *Murmur*, a Liberty 458. Doug sailed to Mexico last year aboard *Seaventure*, Paul and Bonnie Mikos' Force 50, and had a great time. Having turned the reins of his water treatment company to his son, Doug and Anne are heading south with their own boat this time. They plan on spending three months in Mexico, then leaving the boat there, while they return to the States for a while.

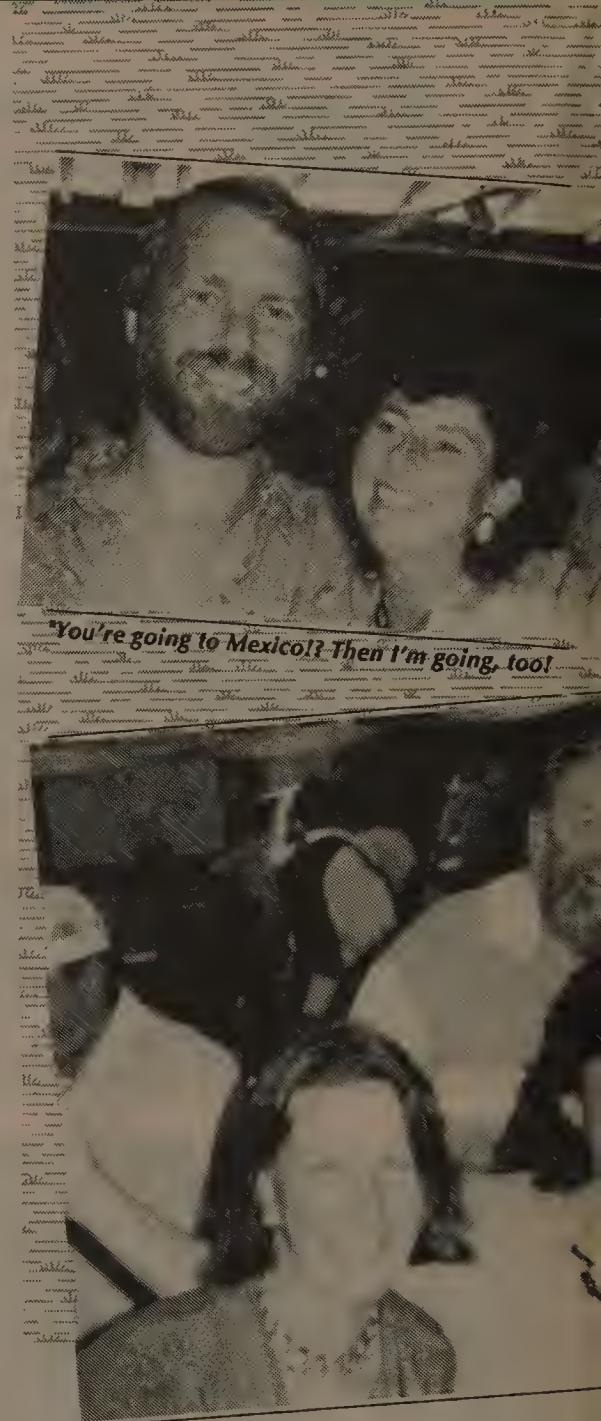
"I really learned a lot from last year's trip," said Murray, "and it really built my confidence."

A couple looking to crew were Pamela Pollock and Jonathan Taylor of Richmond. Self-described "great cooks", they're hoping to get on a boat headed for mainland Mexico in January or February.

Yes, there were more than a few women looking to go cruising. Among them were Kerry Burke and Loretta Brown of Half Moon Bay. "Baja or bust!" was their motto.

Not everyone was particular about where they wanted to go. "Up the coast, down the coast, wherever," Bill Dawson and Laura Litzky of Muir Beach didn't really care.

Also stopping by to say hello was Sarah Hitchcock-Glover, who was the first to



Bill Dawson and Laura Litzky of Muir Beach. Both certified 'oceanists', if you're going anywhere, they're interested.

tales traded — all the normal good stuff.

While most of the attendees were either from Northern California or had just come

register opposition to the *Wanderer's* proposed Mexico to Marquesas Rally (now postponed for a year on account of the expected arrival of twins). Hitchcock-Glover and the *Wanderer* had a great chat. She explained that she and her then boyfriend hadn't had a lifelong dream of sailing to the South Pacific, but decided to do it with their *Baba* 30 "on a last-minute whimsy". How good was it? They were married upon their return to Sausalito.

Hitchcock-Glover noted that the Marquesas, like Mexico, lack many of the basics we Americans take for granted. She requested that all cruisers headed that way be kind enough to bring basic first-aid materials to the folks on those isolated islands. "Sterile pads, bandages, Neo-Sporin — the most basic things like that are in very short supply," she said. The *Wanderer* hopes that everyone will take Sarah's good advice.

The Crew List party is always a great place to catch up on news of old cruising friends. We learned, for example, that Paul and Susan Mitchell, who lost their big



Jonathan and Pamela can both cook as well as eat.

This year the Murrays are taking their own boat.

Attendees were serious about heading south.

schooner *White Cloud* to damage caused by a beam sea back in the early '80s, have been doing just fine with the 38-foot steel cutter they bought shortly thereafter in Australia. Their new boat's name is *Elanoa*, after the wife of the King of Tonga. Guess where they've spent a lot of time.

We hope everyone who attended the party had as good a time as we did, and found what they were looking for in terms of crew or crew positions. If you did get lucky with finding a boat or crew, don't forget to drop a post card from where it's warm.

— latitude 10/3/91

Wild Spirit — Wylie 36

Peter Sutter
Japan to Canada
(Sausalito)

This is to let all my friends know that my seven-year cruise in the Pacific aboard *Wild Spirit* ended in Victoria, British Columbia on Tuesday, August 20 after a 42-day passage from Osaka, Japan.

My son, Todd, and I arrived in Japan at Kagoshima on the southern tip of Kyushu

Island after an uneventful 11-day passage up from Guam. We had northeast winds the whole way, which put us pretty close to hard on the wind, our fastest point of sail. The only rough weather was the last two days approaching Japan, but even then the winds never exceeded 30 knots. The biggest problem a cruiser faces in Japanese waters is the fishing vessels and shipping. As long as we were within 200 miles of Japan, 10 minutes never passed without us seeing a ship or fishing boat.

Todd and I spent close to three months cruising up Kyushu's west coast and thru the Inland Sea of Japan to Osaka. It was a wonderful cruise, as we poked into little fishing ports and harbors all along the way. Most of the time we were the first U.S. yacht to visit, and were welcomed with open arms.

Learning to eat a whole new kind of food — and with chopsticks — was great fun, but I did lose quite a bit of weight. I'll always be a meat and potatoes man, and you can't have meat in Japan — unless you're willing to pay an arm and a leg for it.

Much has been written about how

expensive Japan is. Our experience was that it indeed can be, but doesn't have to be. Not if you eat Japanese food and leave the imported stuff on the store shelves. Public transportation was both excellent and inexpensive in almost all the larger cities we visited.

Todd and I were really lucky to have Paul 'Diesel' Abraham, my good friend and mate from Oz, join us in Osaka for the long passage across the North Pacific to Canada. I'd first met Paul when I arrived in Australia, and this was to be his second passage aboard *Wild Spirit*. He is a great sailor, a fun guy to be with and a really good diesel mechanic.

The three of us departed Osaka after a front passed through on July 11. We encountered headwinds for the first few days and then the only real strong gale of the whole passage forced us down to the storm trysail and had us hove-to for 12 hours. After that, we sailed along at latitude 40 until we were north of Hawaii, at which time we started working north to take advantage of the low pressure systems crossing to the

CHANGES

north of us. I found *Wild Spirit's* weather-fax maps to be invaluable on the crossing. In fact, I wouldn't be without the weather-fax again.

During our 42 days at sea, we saw the sun a total of six days! And you can believe those were the only days we had baths. The rest of the crossing was spent in a thick fog or with low overcast. We saw lots of driftnet fishermen, driftnets and even plowed into a loose piece of driftnet while powering in light air. Lucky for us it was both calm and daylight—and we had Todd aboard with his wetsuit. A former urchin fisherman, he's used to cold water and is one tough guy. He spent three hours hacking away at that net, finally freeing it from the propeller, keel, rudder and skeg.

Damage was limited during the crossing. We broke the staysail stay and were able to replace it. The toggle broke on the deck end of the baby stay, and we had a number of strands part on the standing backstay. We rigged another temporary backstay as it was just too rough to remove and replace the stay at sea. From then on we sailed a bit more slowly than normal, favoring the mast the best we could. Other than those minor problems, the passage went quite smoothly.

COURTESY WILD SPIRIT



Todd Sutter, Peter Sutter, and Paul 'Diesel' after 42 days at sea. Too long? Hardly; all three were sad when the voyage ended.

When we arrived in Victoria, we were all sad the passage was over; we'd had that good a time together.

Incidentally, anyone making that trip should count on catching lots of tuna. We finally got sick of them after our catching our 12th. We're working on a book called *101 Ways To Cook Tuna*. But they sure did save our canned goods.

My cruise ended just one month shy of seven years. During that time I visited 14 countries, all of them in the Pacific. I had 49 different crew members, every single one of which I would have back at any time. I met some great people and made some lifelong friends along the way. I saw some great places that I've gotta see again, and some great folks I expect to see again, so I guess my cruise really isn't over. Perhaps 'taking a rest' is more like it. And the 'Great White Wooden American Cruising Yacht' *Wild Spirit* is due for a rest as well.

— peter 'everyday is saturday' sutter
9/29/91

Egret — Valiant 40
Grace & Einar Lorentzen
Las Perlas Islands, Panama
(Palo Alto)

Sailing out of 'L' dock at Alameda's Marina Village in January of 1990, we summered in the Sea of Cortez, wintered on mainland Mexico, spent a season in Costa Rica and Panama, and are now getting ready to transit the Canal.

The Panamanian islands on the Pacific side are frequently skipped by sailors who are eager to transit the Canal. This is a mistake. Even during the rainy season, the weather at these islands is good—certainly better than at the isthmus. It's generally sunny in the morning and often stays that way for the entire day.

The islands have many palm-lined beaches, the snorkeling is terrific, and the friendly local fisherman glide by in their dugout canoes. Whitey, at the Jungle Club in Costa Rica, distributes a 16-page 'Cruising Guide' with information on the best places to stop in Panama.

Since many of the anchorages offer protection on one side only, you do have to be careful and monitor the weather. One boat sustained major damage during an unseasonably strong Norther at Isla Secas. We on *Egret* spent a couple of anxious hours during the same storm powering into 40 knots of wind. We were in the uncomfortably tight anchorage at Bayoneta Island in the Perlas at the time. But bad weather is definitely the exception. In fact, there's so

CARIBBEAN



much good weather that the big danger is cruisers assuming it will always be good.

We've loved all the places we've visited. Snorkeling, fishing, passages, hiking ashore, Spanish lessons, shopping for and cooking local foods, boat maintenance and lots of reading have filled our days. But our happiest memories are of meeting other cruisers.

Before leaving, we had read in *Latitude* and other magazine about all the good friendships that cruisers make along the way. We wondered if we would fit in, as busy schedules with careers and family had not left us time to associate with 'yachties' in San Francisco Bay. But at our first port, Cabo San Lucas, we were greeted by Kevin and Beth from *Achaetes*, who not only had the shopping and check-in information, but a map, too. They told us about the book exchange on the beach, the pot-luck on Saturday night and all the other good stuff. In every port since we have been greeted by new or old friends eager to help us settle in.

We learned to overcome our initial shyness and now take the first step in inviting people aboard for tea or lemonade. During the six weeks we were at Cocos Island, we were frequently able to greet new boats with a fresh fish or lobster for dinner. Sadly, most



COURTESY EGRET

Grace and Einar, pictured in the Sea of Cortez, didn't make the mistake of dashing past Panama's Las Perlas islands.

Helton's Jungle Club, which is located in nearly land-locked Bajo Cuna at Golfito, Costa Rica. The latest to pass on a good report are Lee and Paula Washburn, a San Diego couple who stopped at the Jungle Club while delivering a boat from Panama to Friday Harbor, Washington.

The Washburns, who, like a number of cruisers, have bought beach property in Costa Rica, say the Jungle Club is hoping to receive some *Latitudes* each month so cruisers will have some 'back home' reading to enjoy with their Jungle Burgers. We're making arrangements to mail copies down, but it's slow and expensive, so if you or anyone you know is flying down, have them give us a call. There's a Roving Reporter T-shirt in it for anyone who wants to deliver a few mags. We're pretty sure Barb & Whitey would treat you to a free beer, too.

Speaking of free, there's a lot that Barb & Whitey offer cruisers at no charge: anchoring, showers, potable water, laundry sink, trash, garbage and oil disposal, beach haulouts, a book exchange, mail forwarding and other goodies. Their mailing address is Jungle Club, Apartado #21, 8201 Golfito,

of these new friends were headed for the South Pacific and thus we may never see them again. We have, however, finally learned to write down names and addresses — something we neglected to do with the first cruisers we met.

There's a lot of mutual support in the cruising community. Twice we helped tow disabled sailboats into Cabo San Lucas. But then Don from *Fantasea*, whom we had only met the day before, helped us sail to La Paz after Einar hurt his back. Like all cruisers, we pride ourselves on being self-sufficient. Asking for help was the hardest thing we've had to do.

We are now looking forward to catching up with old friends in the San Blas Islands and Cartagena, and spending Christmas in Belize with our daughter.

P.S. Other Bay Area boats we saw in Costa Rica and Panama were *Chariot*, *Destiny*, *Endless Weekend*, *Sadie*, *Triple Play*, *Harmony II* and *Abashag*.

— grace & einar 9/14/91

The Jungle Club — Cruisers' Refuge Whitey & Barbara Helton Golfito, Costa Rica

It seems with each passing month that we get another glowing review of Barb & Whitey

Costa Rica, America Central.

Twenty-four hours a day — except for daytime on Mondays, Barb and Whitey monitor VHF 16. They operate a Breakfast Net for 30 minutes each morning — except Monday. They are also on SSB 6 Charlie (6.230.0) after the Breakfast Net for one hour at Zulu 1330.

The duo makes most of their money by running what might well be the cruisers' favorite restaurant and bar in Central America. They also make a little money on some other services, including delivering the following to boats: beer, soft drinks, ice, propane refills, diesel, premix, gasoline and kerosene. They can also provide laundry service, provisions to order, fresh bread and eggs, boat watching and pet care with a night guard, and minor sail repairs. Local and international phone patches to boats are also available.

The Heltons call the Jungle Club "an international crossroads for cruising yachts", and there's plenty of evidence to support that. A total of 168 cruising yachts checked in at the Jungle Club between January 1 and July 27 of this year. There were 29 in January, 16 in February, 27 in March, 41 in April, 7 in May, 18 in June and 10 in July. As might be expected, the vast majority of the vessels hailed from the west coast of the United States. A number of other countries were represented as well. Fifteen of the boats were French, 11 Canadian, seven German,



Paula and Lee Washburn — as they looked eight years ago while enjoying the first-ever Baja Haha Sail Week.

and five Swedish. Three were from Holland, two from New Zealand, Denmark, and Great Britain, and one each from Australia,

CHANGES

Greece, Japan, Spain, Belgium and Honduras. Even though it's somewhat out of the way, many boats that come through the Canal headed for the South Pacific make the detour up to Costa Rica.

With a little luck and planning, someday you — and we — will be able to add our boat names to the list of those who have called on the Jungle Club.

— latitude 38 10/15/91

Tovitchka's Thanks

Tovitchka — Tashiba 40

**Fred & Tova Hekking
(Oceanside)**

We, the crew of Tovitchka, are forever grateful for the support of the La Paz community in helping us get our boat off the beach at Pt. Coñejo on the Pacific side of the Baja coast.

For seven days in late May our stranded boat was tended to by a group of yachters who had dropped everything to make the long overland trek to see if they could help us. On the eighth day the fishing vessel *Maria Magdalena II*, under contract to the

COURTESY MARINA DE LA PAZ

were John from *Malagueña*, Bob from *Black Jack*, Jim from *Gypsy Wind*, Bill from *Maybe Tuesday*, Roy from *Hoy Hoy*, Richard from *Coleopter*, Jim from *Makaira*, Ivan from *Nokaoe*, and Merv from *Mallard*. The crew of Tovitchka had never seen a prettier sight than this group when they appeared on the mesa overlooking the beach where our boat lay helpless.

During the next week, many ladies from La Paz brought supplies to the campsite on the mesa and otherwise helped. And many of the supplies needed were graciously donated by people in La Paz. Special thanks go to Jean from *Tess*, Jean from *Aeolus*, Helen of *Duchess*, Barbara from *Inspiration*, Bobby from *Mallard*, and Barbara-Ann. Jane stayed at the camp and with Tova's help took care of the 'inner person'.

Then there were all those who provided vital radio links. Rob and Pat from *Mistress*, who anchored in Mag Bay for eight days. They were also the first ones to contact us after we put out our Mayday, and kept our spirits up. In San Diego the man on our side was Mike at Pacific Marine Supply. Bob Pass from *Pastime* was another who provided valuable radio relays.

Pat, the owner of Pacific Marine Supply, later sold us line at cost. We needed it to repay those in La Paz who had lent theirs when we needed it so badly. The folks at West Marine were also kind enough to restore our Port Supply account.

We were very lucky, and we are very grateful to all those people who gave their of time, supplies and spirits. Without these good people, the outcome would not have been the same. Tova and I thank each and every one of you. We will never forget the nightmare — nor the people who rallied around us.

— fred 9/16/91

Fred & Tova — We're delighted that things turned out so well for you and salute all those folks, Mexicans and Americans, cruisers and non-cruisers, who supported your cause.

Take It Easy — Dufour 27

Ted Gimble

**San Francisco to Maine
(Northern California)**

Three-and-a-half years ago, I had never been on a sailboat. This September I flew back to San Francisco, having completed a singlehanded voyage from San Francisco to



beautiful Maine via the Panama Canal. My plan had been to cruise for two years or until it stopped being fun. But because of some unanticipated repairs to my Volvo diesel and some bridgework needing touching up, my cruising kitty ran out long before the fun. So right now I'm working at Club Nautique, rebuilding the kitty, enjoying being around boats, planning my next sailing adventure.

I was 53 years old when I took my first sailing lesson at Club Nautique. A month or so later I sailed on one of their boats in the Windjammer's Race to Santa Cruz. That day at sea, I knew ocean sailing was something I would really enjoy.

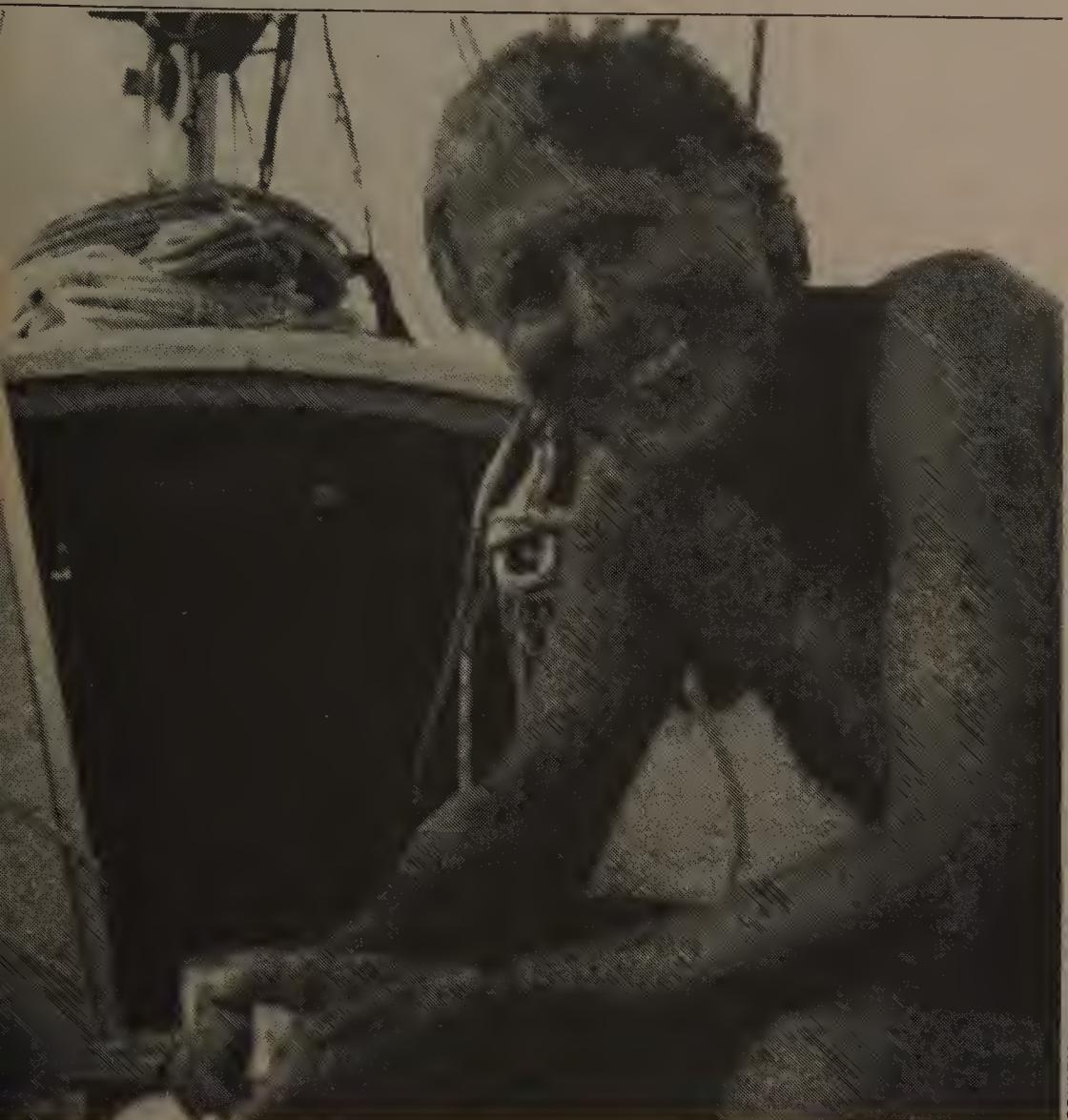
I bought my Dufour 27 in June of 1989 and immediately began sailing several times a week after work. I can remember the first time I flew the spinnaker singlehanded. It wasn't blowing hard or anything, but I was so excited that when I got back to my Alameda berth I ran around looking for someone to tell.

While I had plenty of resolve to go cruising, a lot of people offered encouragement and helped me work through the obstacles that seem to get in the way of any project. One of the initial people to encourage me was the publisher of *Latitude 38*. I met him when he was in the process of

Cruisers and locals from La Paz, seen from air in old file photo, came to the rescue of 'Tovitchka'.

Bercovich Boatyard, pulled Tovitchka off and towed her to La Paz.

The first yachters to arrive at the scene



COURTESY TAKE IT EASY

Having 'taken it easy' long enough, Ted Gimble shaved his beard off after passing through the Canal. (Inset): One of the Canal locks.

buying a typesetting machine from the corporation I worked for.

(Incidentally, I'm not a refugee from the corporate world and I still plan to work for several more years. But near the end of my last job, I was thinking more in terms of 85% sailing and 15% work — although I was a leading salesman at the time.)

Others more directly responsible for me sailing out the Gate and turning left included Doug Teakell, who introduced me to the fun of racing and the self-discipline necessary to be a safe and prudent sailor. Frank Dinsmore, a Singlehanded TransPac winner, made me believe in my ability, and in the tradition and adventure of sailing singlehanded. Dan Newland, another Singlehanded TransPac winner, found the time to suggest ways to make my boat more seaworthy. He also designed a mainsail that powered *Take It Easy*, her bootstripe under water, even in the lightest of breezes.

My Dufour 27, recommended by Don Durant of Club Nautique, proved to be a fine cruiser. Twenty-seven feet may seem small to some, but no matter what size boat people own, they seem to think they need

something just a few feet longer.

People have asked me if it was hard to pick up the necessary cruising skills in such a short period of time. My initial confidence came from spending a lot of time singlehanded on the Bay, much of it at night. So when it came time to rely on myself, I had plenty of experience doing just that. Secondly, my Club Nautique offshore training classes to Drake's Bay, Bodega Bay, and Monterey honed my cruising skills. And the Catalina race I did was a big help for cruising. About the only thing I wasn't adequately prepared for was gale force winds, which I had to learn to handle, by trial and error, as I went. But when overpowered, in tough conditions, in the middle of the night, I found that the important thing was to just take it one step at a time, and before long the situation would be under control. I was hit by three gales; one lasted all night, the other two for shorter periods.

As for sailing singlehanded, I never missed having company until I got to Florida. By that time I began to get lonely. But there was always plenty of social interaction in ports and at anchorages. The only time I

found sailing singlehanded to be dangerous was when I was within 20 miles of land for more than two days. You can't stay awake for that long. The closest encounter I had with a ship was a third of a mile; but other singlehanders — they comprise about 5% of the boats out there — had some closer encounters.

The best thing about my cruise was being out on the ocean — but way out. The closer you get to shore the more dangerous it is. My best sail was from Colon to Isla Mujeres, Mexico. It was one of the few times I'd had wind aft of the beam, and at least five times each day I'd say to myself: "This is the best sail I've had my whole life." The wind in the Caribbean is usually out of the northeast, and I did have to wait two weeks to get those unusual conditions. Isla Mujeres, not far from Cancun, happened to be my favorite spot. It's a village really, with lots of nice little stores, and prosperous and friendly people who all seemed to be smiling. Unlike the west coast of Mexico, there's lots of American money that's gone into the east coast.

The west coast of Panama was another favorite cruising area of mine. From Golfito, Costa Rica to the Gulf of Panama, a dozen or more lovely tropical islands and bays await the cruisers. While at one of them, Isla Gamez, I visited with Lowell North, founder of North Sails, who was out cruising on his own boat. One of the most charming spots to drop the hook in this area was Bahia Honda. The island in the bay is populated and a great place to explore. There are four to six-foot-wide holes, 12 to 20 feet deep, all over the island. People mine gold from them to earn their livelihoods.

Another of my favorite spots was right in the United States: Newport, Rhode Island. I saw the J Class yacht *Shamrock V*, listened to Mozart at The Breakers, visited the Tennis Hall of Fame, the Museum of Yachting — all kinds of great stuff. The worst spot I visited was Colon, Panama. It's an extremely dangerous place for gringos.

When I got home, I overdosed on back issues of *Latitude*. I'd like to comment on the references made to Gil and Karen at Papi's Cruising Center in Cabo. I found them both to be friendly and helpful to me and others. Gil didn't respond to me as if I were the only cruiser in the world, nor did I expect him to. He and Karen had a business to run. I didn't expect him to be where he said he would be at any given time, either. I grew up near

CHANGES

Mexico, and I understand that Central America and San Francisco's Financial District have entirely different concepts of time. I met cruisers who figured that life in countries south of the border would pretty much be an extension of life near an Orange County mall.

From my perspective, the Mexicans and Costa Ricans just sorta tolerated the high-pressure *norte Americanos* (Canadians included) who were in such a hell of a hurry. I think Gil's detractors expected too much from him, and I got the feeling that they may not have been very self-reliant.

It saddens me to learn that Gil and Karen are no longer together. I'll miss seeing Gil the next time I'm in Cabo San Lucas.

I had some fine times and adventures in Mexico, Costa Rica, Panama and up the East Coast of the United States. I'm living proof that if you want to go cruising, you can learn how, then take pretty much whatever boat you have and just go, even if it's only to Monterey for the weekend. If anyone wants more details, they can call me at Club Nautique in Sausalito, where I'm the Membership Director . . . for the time being, as my cruising isn't over yet.

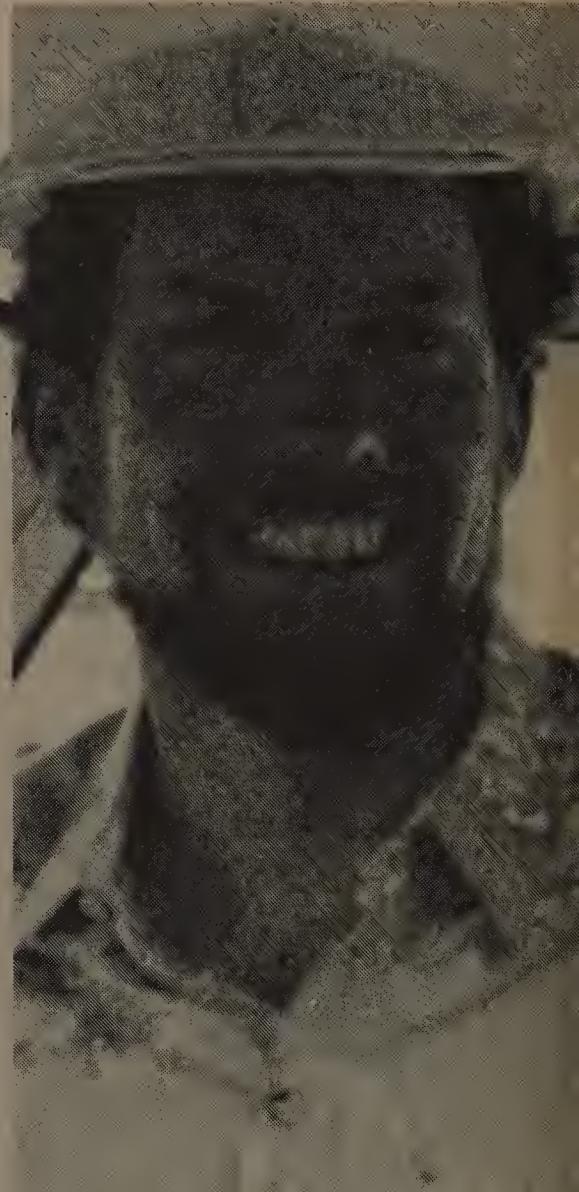
— ted 10/15/91

Mahina Tiare — Hallberg Rassy 42 **John Neal & Barbara Marrett** **The Summer Romp** **(Friday Harbor, Washington)**

We had an unusual weather pattern this summer, allowing a rhumline passage of only 16.5 days from Victoria, British

departed Hawaii at the same time as Alameda's Jim and Sue Corenman aboard *Heart of Gold*. We exchanged daily weather information via single sideband radio. *Mahina Tiare*'s landfall was at the southern tip of the Queen Charlotte Islands, nicknamed 'the Galapagos of the northern hemisphere'. As much as we would have loved to stop and check out these rugged islands, we had to carry on another 160 miles further to clear Canadian Customs at Prince Rupert. We made it to Ketchikan in time to take part in the last Wednesday Night Beer Can race of the season. What a race! There may have only been six boats in the race, but Alaskan sailors make up for small fleets with super aggressive sailing. Needless to say, we came in last again, but not as far back as we had been the year before.

One of the highlights of our summer in Alaska was being surrounded by black bears — after trying to photograph a single bear. Another was having to literally push icebergs out of the way in order to get into the narrow entrance of Ford's Terror. This inlet, with an opening just a few yards wide, is just nine feet deep at low water and features 15-knot tidal rapids. Rarely visited, it turned out to be just as wild and scenic as our logger friends at Traitor's Cove had promised! They explained that it had been named Ford's Terror after one of Capt. George Vancouver's officers, who explored the area by longboat, but was so terrified after entering that he was afraid to back through the narrowest area of rapids, where slack water is only a momentary state.



which we just completed. We saw only one other pleasure boat in the islands, a Vancouver-based Yamaha 30, but saw many 200-year old totem and mortuary poles, and remains of Haida Indian longhouses. We also got to meet and hear Chief Cumshewa, chief of the village nearest the historical site of Skedans Village. In many ways the Charlotte's reminded us of Easter Island: changeable, fierce weather, incredible mortuary poles and carvings — and very friendly people! We were given fresh halibut, smoked cod, halibut jerky, and fresh vegetables out of an overflowing garden.

The Haida Gwaii watchmen would radio ahead to tribe members at the next bay we were headed to, to keep an eye out for the 'sailboat which came from Hawaii'. We saw several 40 to 60-foot Haida cedar canoes, either recently completed or under construction. Several of the carvers told us of their historical sailing connections with the Hawaiian islanders. What a powerful place!

After missing Division B honors in this year's TransPac, Jim and Sue Corenman made an outstanding 14.5 day passage from Hanalei Bay, Kauai to Port Protection (just south of Petersburg, Alaska). They covered 208 miles in their best 24-hour run, close-reaching with a 95% jib and reefed main — with the B&G autopilot steering. From



COURTESY MAHINA TIARE

The crew of 'Mahina Tiare' pushes an iceberg out of the channel at the entrance to Ford's Terror.

The most exciting leg of our summer of sailing training — for us, anyway — was the week trip out to the Queen Charlotte Islands,

Columbia to Hilo, Hawaii. Nor did we ever have winds over 25 knots. This was a pleasant contrast to last year's 18-day passage that included beating down the West Coast for the first 700 miles.

And as was the case last year, we



COURTESY MAHINA TARE

John Neal and Barbara Marrett, shown in an island motif, had a second successful season of sail training with their Halberg-Rassy 42.

Petersburg, the Corenmans sailed up Frederick Sound, where at times they were surrounded by humpback whales, to Tracy Arm, where they witnessed one of the most active tidewater glaciers in the area. At last word they were to have sailed non-stop to San Francisco late in September.

Also in Alaska this summer were Bob and Gail Jensen, who had made many previous trips to the South Pacific aboard their Columbia 50 *Simoon*. Having sailed to Sitka a number of summers ago, they vowed to return. They did, even though they sold *Simoon* several years ago. Their three month summer cruise was made aboard *Jacuna*, a Mainship 34 they'd purchased just for the voyage and plan on selling upon its conclusion.

Upon purchase of the boat, 'Broken Bottles Bob', as he is affectionately known across the Pacific, added a ham radio, Magellan GPS, Furuno radar — and his ubiquitous chainsaw. Their trip this summer took them as far north as Skagway (70 miles north of Juneau, the state capital), and as far west as Sitka, through Glacier Bay.

Among their favorite stops were Vixen Inlet, an uninhabited and protected bay 30

miles north of Ketchikan, where they found halibut, salmon and Dungeness crab. Bob figure that at least half of the food they ate during their three-month cruise came from the sea. Another favorite stop was Tenakee Springs on Chicago Island, 40 miles southwest of Juneau. There is a hot springs there that is used for bathing — by women in the morning and men in the afternoon. Total population: 150.

— John & Barbara 10/26/91

Kite — Stevens 47
Dick & Lona Wilson
Europa '92 Rally
(Modesto)

People sometimes ask me if five people on a 47-foot yacht isn't awfully crowded. I never know what to tell them. When it's blowing 35 to 40 knots, there are big seas and everything is wet and uncomfortable, then *Kite* becomes a prison. But on nights like tonight, with 12 to 15 knot trades blowing us through the 'horse latitudes' at 7½ to 8 knots and a three-quarter moon showing the way, then *Kite* is a palace. As I stand in the cockpit, arms resting on the dodger, with a million square miles of open ocean surrounding me, I feel like there is a whole universe of space with only me in it.

Night watches can be peaceful, cooling

and a time to reflect — or they can be dark, frightening and throw one into vertigo with only the instruments to believe. It all depends on the external conditions and the internal person.

On the Europa '92 leg from Musket Cove, Fiji to Vanuatu, we have had a pitch black night, 35 to 40 knots of wind, and huge, confused seas. Double-reefed with only the staysail for a headsail, we nonetheless blew out the upper furling fitting on the Harken system. We had to change to a storm staysail hoisted on a spinnaker halyard.

Even with that little amount of sail area up, our wrists and upper arms ached from all the steering we had to do. On a beam reach in heavy winds, boats want to round up. The problem was we had too much mainsail up. But with only two sets of reef points, our only other option was to drop the main entirely. We'll have that third set of reef points put in the main once we reach Darwin.

We made the 530-mile passage in 67 hours, averaging about 8 knots. We occasionally caught a wave that was steep enough to allow us to surf. "Surfing the house" is the way crewman Greg Paxton described it. We finished second in our division, but were delighted the leg wasn't any longer.

The folks at Harken were terrific in their response to our need for replacement parts. One fax and 10 days later we had the parts necessary to make repairs.

The weather in Vanuatu was rainy and overcast much of the time. We only did one scuba dive, and it was uninspiring compared to Beqa Lagoon in Fiji, which was breathtaking.

While much of our time in Vanuatu was spent making repairs on the boat, we did find time to take some local children sailing. The country held a national art contest for 12 to 14 - year olds to design a logo for the 'Europa Rally'. The creators of the 10 best designs were flown to Port Vila for a day of sightseeing, lunch and sailboat rides. We had as much fun as they did, and tried to establish a pen pal program for them and some school kids back in Modesto.

Our first grandchild was born last week and I feel sorrow at not being there. But these are some of the things that you have to give up in order to 'go cruising'. I guess we all want to have our cake and to eat it, too.

Update from Darwin.

The Hungarian entry in the Europa Rally,

CHANGES

Jolly Joker had a steering cable failure in the dangerous Torres Straits and went on Bet Reef during a black night. Their SatNav showed them too close to the reef, but they were unable to turn to port. Once they hit, it took only 30 seconds for the saltwater to get all the way up to the electronics. Their 'Mayday' was sent by reaching through a port and bringing the microphone on deck.

All hands were saved as a result of abandoning ship and entering the liferaft. Unable to give their exact position, they shot off flares and were spotted by other participants in the rally. They were picked by another boat at dawn the next morning, at which time they could see the hull of Jolly Joker had already been driven 200 yards further on the reef than the keel.

This was the second boat of the rally to go on a reef. Amade, an Austrian entry, had gone up on the reef at the entrance to Nukua'lofa, Tonga. Their were pulled free eight hours later, their aluminum hull minimally damaged. In both cases, the reef had not been given a wide enough berth. There are strong currents around island passes and reefs, and boats often go aground.

We cannot stress strongly enough the necessity to constantly check, cross check, and eye-ball — when possible — your boat's position. Our GPS does a great job of telling us exactly where we are; unfortunately, the charts aren't as accurate, with islands and reefs being mischarted by as much as five miles! Radar is a great aid for above water obstacles; too bad it can't 'see' underwater.

When we entered Darwin, the Port Authority warned us not to swim while awaiting the arrival of customs officials. "The 'salties' and jellyfish are in the water." Both — especially the saltwater crocodiles — can be harmful to your health.

— dick & lona 9/18/91

Cruise Notes:

If you've not already read it elsewhere in this issue, the Wanderer's proposed **Mexico to Marquesas Rally** will not be held next spring. The reason? The Managing Editor's wife is having twins in the spring, meaning he has to play Mr. Mom, meaning the Wanderer has to play — God help us all — Managing Editor. The Wanderer still believes in the concept, as does Marina Vallarta, which was going to support it on this end, and Frank and Rose Corser of the Keikahanui Inn at Taiohae, who were going

to support it on the Marquesas end.

Still want to go to the Marquesas this season? Corser advises that the best place to leave from is San Diego, because it's a shorter voyage, there are more consistent winds, and the winds are from a more favorable direction than if you leave from anywhere in Mexico. The best time to leave, he insists, is "just after the last chubasco in Mexico", meaning November or December. Why? The dry season in the Marquesas is from November to March, whereas the rainy season starts in April — just about when most cruisers who've spent the winter season in Mexico are arriving. Furthermore, if you arrive at Nuku Hiva in December or January, it's an off-the-wind sail to the rest of the Marquesas. If you don't arrive until April, it's upwind. "The further you sail down into Mexico, and the later you leave," Corser summarizes, "the less chance you'll have of a good sail."

In early October, the National Oceanic and Atmospheric Administration officially declared that the **El Niño - Southern Oscillation** phenomena has returned — as it does about every five years. There had already been some local indications. For the first time anyone can remember, for example, a swordfish, which is a tropical fish, was caught north of Monterey.

The **El Niño** effect came to the public's attention in 1982-83 when a very strong one brought huge storms to Northern and particularly Southern California, droughts to much of the southwestern Pacific, and the first hurricanes in 75 years to French Polynesia. This year's **El Niño** seems comparatively weak, however, and meteorologists are squabbling over how much it will affect normal weather patterns.

Normally the tradewinds blow warm Pacific Ocean water all the way to Indonesia, where it piles up. During an **El Niño**, the tradewinds weaken and the warm western Pacific water starts flowing back toward the Americas. This screws up local weather patterns, causing everything from flooding in West Hollywood to hurricanes in Papeete to droughts in Australia.

What does this mean for cruising sailors? It's hard to predict, but one or more of the following are more likely than normal to happen: 1. More and stronger winter storms reaching Central and Southern California. 2. Lighter than normal trades and more variable winds in the South Pacific. And, 3. a greater chance of hurricanes in the more

eastern extremes of the South Pacific hurricane zone.

The **Club Cruceros de La Paz Christmas Drive** is well underway, but more contributions of clothes, toys, sports equipment, books and school materials are needed. The Christmas Drive is an excellent cause which provides a way for yachties and future yachties to say 'thank you' to the people of Mexico for allowing us to enjoy their splendid country. If you have anything to contribute, please drop it off at either *Latitude 38* (call 383-8200 for directions), the Richmond YC (call Helga at 237-2821), or if you're down south, Kettenberg Marine in San Diego (call Russ Asbury 619 224-8211).

A lot of folks have called to ask the dates of the next **Sea of Cortez (Baja Ha-ha) Sail Week**. We wish we could tell you, but the Club Cruceros usually doesn't get around to announcing them until about February. We know that makes it hard on you folks who need to make plans in advance for family and friends to join you for the fun, but we have no say in the matter. Historically, Sail Week has been held just a little after Easter. However, the combination of the success of Nuevo Vallarta's first **Banderas Bay Regatta** and the fact that the Sea of Cortez is still pretty cool in March, has prompted some to suggest moving Sail Week back to late April. We'll have to wait and see. If you want to bug the Club to select some dates, the most recent fax number we have for them is 011-52-682-20392.

While the first **Banderas Bay Regatta** was a big hit, no dates have been announced for the second one. If and when it happens, you'll know by listening to the mainland Mexico 'coconut telegraph'.

Fun with numbers: About 1,000 boats pass through **Cabo San Lucas** each year. Four hundred foreign boats spent the winter of '90-'91 avoiding South Pacific hurricanes in "the land of the long white cloud", **New Zealand**. Then there's **Thailand**, which is considered to be one of the most unique and beautiful cruising areas in the world. The Customs office in Phuket reports that 200 foreign boats checked in last year, most for the December to Easter northeast monsoons that blow warm and offshore at a pleasant 12 to 15 knots.

Good news for environmentally conscious cruisers — which hopefully means all of us. A Taiwanese company has developed — no kidding — a line of **edible tableware**. The

bowls, plates and cups are said to have a surface as glossy as china, but are in fact made of oatmeal. The plates and bowls remain stable for about three hours after coming into contact with boiling water — or being chewed on by fish or birds, whichever comes first. The plates are expected to sell for about 19 cents each.

Roy and Tee Jennings of Inverness, who two years ago won the coveted Blue Water Cruising Medal for their travels around the world aboard their Freya 39 **Foxglove**, spent the summer enjoying the ports and anchorages between Italy and England. While *Foxglove* spends the winter ashore in England, they're home in Inverness, playing host to folks they've met in their travels around the world, and preparing next year's cruise.

Long time gone: A recent S.S.C.A. *Commodores Bulletin* reports that Phil and Doris Tworoger of the Cal 2-46 **Jolly II Roger** should have arrived on the East Coast of the United States by now. It will, according to the letter, be the first time they're been back to the continental United States since leaving the West Coast in 1975! Far from swallowing the anchor, their plan is to sell their Cal and have a new boat built in South Africa.

"**G dock** lives!" Or so Greg Puley told a *Latitude* staffer at the recent Annapolis Boat Show. About four years ago, when we had a Freya 39 berthed at Ventura's G dock, it was the liveliest dock in Ventura — if not on the coast. We haven't been back in a few years, but we'd be surprised if it had calmed down much. Puley also reports that Bruce Westrake, a G dock stalwart, is out cruising again aboard his gaff-rigged Gulfwing ketch, **Saltflower**. Currently in Samoa, Westrake and *Saltflower*'s original homeport was Oyster Point.

Jim and Diana Jessie have just completed a voyage from the Great Lakes, "down the Mississippi to the Gulf of Mexico" with their Lapworth-designed 48-foot **Nalu IV**. It's 1,300 miles from Chicago to Mobile by the various waterways (alternatives to the Mississippi save a lot of time and distance). Even so, Jessie described it as "a meandering journey". For instance, they once had to cover 960 miles to make just 440 miles 'as the crow flies'. Drawing eight feet, they only ran aground in the main river once, that while avoiding an oncoming tug. Tying up in marinas was another matter entirely, as they are designed for powerboats drawing three

or four feet. Last year, when the river was 21 feet higher than normal, it wouldn't have been a problem. This year, anchoring out was a necessity for almost the entire trip. "We'd do this trip again and I would recommend it to others," says Jessie, "as long as they have enough time to enjoy it". Figure on a month.

The Jessies are currently at a marina in Demopolis, Alabama, which, at 150 miles inland from the Gulf of Mexico, is a popular place for local boats to hide out in hurricane season. Much to his surprise, Jim noticed four Bay Area boats in the marina, including the owner-finished **C-Jay** from Vallejo. "Don't you remember us?" the couple asked, "You surveyed our boat back in California." Mobile is pretty much where the fresh water sea life begin to meet the saltwater sea life. "It was just seven miles — or three hours by boat — from 'gators to dolphins."

Mexico-bound cruisers who didn't leave San Diego on the 'opening day' of the cruising season (November 1), should be aware that Pacific Marine Supply in San Diego will be offering a series of helpful **seminars** in November and December. November 14 is *Survival At Sea*; December 5 is *Outboard Trouble Shooting*, and December 12 is *Inflatable Boat Repair*. Call (619) 223-7194 for details and reservations.

"After years of dreaming, planning, and more dreaming, we've sold the house and most of our belongings to 'wander' the seas. So advise Northern Californians Paul and Lyndie Warner of the Pacific Seacraft 27, **Twogether**. They, along with B.C., their cat, will sail to Mexico for the winter, then 'wherever the wind blows'.

Roger Stearn and Pat Riley hadn't much offshore experience when they sailed out the Gate last October aboard their 40-foot *Van de Stadt* ketch, **Victory of Wight**. True, Roger had sailed around the world with the U.S. Navy 40 years ago and Pat had been on an aborted TransAtlantic crossing 25 years ago, but other than that, neither had been more than a few miles out of the Gate. They've now reached Clearwater, Florida via the Panama Canal and are planning to spend the winter in the Caribbean. Among their many pleasant experiences was a stop at the Acapulco YC:

"We spent more than two weeks in Acapulco at the attractive Club de Yates, the last civilized spot before jumping off for Central America. While at the club we ran into almost every cruiser we had ever met.

Breakfast at *La Vaca Negra* was inexpensive and delicious, although noisy and smokey buses roared past as they struggled up the hill to Caleta Beach. Afternoons we would escape the heat at the yacht club's large, clean pool. In the evenings we'd eat in the gringo section on the zocolo or across the street at the *Palapa Mitra*, where beer was 50 cents. Cats, dogs and chickens lounged under your chair and dried iguanas hung from the ceiling."

With the help of the *Latitude Crew List*, Cynthia Elmore, aka Casseopia, left San Rafael in 1987 and made her first voyage through the South Pacific to New Zealand. She used *Charlie's Charts* to great satisfaction during that trip, as well as a second one through the South Pacific. Currently in Fiji aboard **Tamar**, Elmore is wondering if *Charlie's Charts* or anybody else offers a cruising guide to Micronesia and the islands north and west toward Japan. David Kennedy of the Armchair Sailor in Sausalito confirmed our belief that *Charlie's Charts* doesn't cover that area, nor is there any other good guide. Earl Hinz' *Landfalls of Paradise* does cover the area; Elmore has a copy, says it's helpful, but doesn't really offer the detail she needs.

If you know of some secret cruising guide to these waters, write Elmore c/o **Tamar**, General Delivery, Pago Pago, American Samoa 96799. Having spent time in Samoa, Elmore says she now knows where people are referring to when they talk of putting something "where the sun doesn't shine".

Speaking of *Charlie's Charts*, a new guide to Costa Rica is expected to be available at any minute yet. Charlie, incidentally, is no longer alive.

Charles Baker of Alamo reports that he recently returned from a month-long vacation to **Australia**, during which time he visited marinas in Cairns, Brisbane, Sydney and Melbourne. Like all good sailors, he spent a lot of time "wandering around looking at boats and talking to sailors". And like all good *Latitude* readers, he brought along some *Latitudes* and handed them out to the Aussies.

One of the mementos he brought back was a huge magazine listing — seemingly — every boat for sale in Oz. This sucker was over 500 pages thick! A few months back Lowell North reported that his daughter, after an unsuccessful search for a boat in Australia, ended up buying one in Sausalito. After checking the prices in the magazine, we

CHANGES IN LATITUDES

know why: compared to the asking prices of boats in Australia, Northern California boats are a steal!

Consider the following price comparisons — which need to be reduced by 20% to be adjusted for the difference in the U.S. and Aussie dollars:

Columbia 22: \$12,500 Aus.
Peterson 45: \$195,000 Aus.
Hunter 38: \$185,000 Aus.
Columbia 34: \$85,000 Aus.
Hans Christian 43: \$325,000 Aus.

It used to be that you could pick up a good Aussie boat for a song. Beau Hudson, for example, told us that five years ago he could have bought a beautifully finished new steel Freya 39 — he and wife Annie have sailed a Gannon-built fiberglass version three-quarters of the way around the world — for about \$50,000 U.S. No more. Thinking of sailing your boat to Australia and making a financial killing by selling it? Forget it. Oz officials slap about seven million percent duty on all imported boats.

After one circumnavigation and more recently 2½ years in Central America, Rex and Joan Allen of Vallejo sailed through the Panama Canal up to Pensacola, Florida late

this summer aboard their well-travelled DownEast 32 **Tavarua**. They then flew to Germany "just in time to greet grandchild number 16". More on their trip next month.

Is there a "good woman out there who'd like to cruise Alaska?" So asks 42-year old Paul May of the Herreshoff 29 **Accomplice**. Fulfilling a five-year plan, May left the Bay last October for San Diego, wintered in Hawaii and summered in Alaska. To date he's singlehanded the whole time. Wintering in Alaska, May will be down in December and January, so if there are any women out there interested in sharing an Alaskan cruise, you might write him at 4870 Oscar Court, Fremont, CA 94538. More on his trip next month also.

The highlight of the summer social season in the Sea of Cortez was the Annual Crab Drag Races. Held at an isolated beach on Isla Monserrate — just off Puerto Escondido — Joyce Clinton of **Galadriel** and Terry

Kennedy of **Erotica** report that more than 50 boats joined in on the fun. It was the fourth year for the Crab Drags, an event that has been growing each year. If someone will send us the photos, we'll have a full report in the next issue.

We're way behind on our **Hawaiian Eye** reports from Carol Post and the Waterfront Postal Center, but we can tell you that **Jabadao**, a 47-foot schooner from Sete, France, was one of this summer's more interesting visitors. Captain George Marzin and his wife Christine left France in 1985 and have since been through the Med, to the Canaries, Brazil, Guyana, the Lesser Antilles, Canada, Newfoundland, the East Coast of the United States, the Bahamas and Jamaica. Once they got through the Canal, they headed to the Galapagos, French Polynesia and to Hawaii. Kind of makes you ask yourself what you've done since '85, doesn't it? Future plans call for them to sail to Japan and Alaska. Their favorite spot to date has been the seldom-visited Gambier Islands in French Polynesia; "isolated and beautiful" is how they describe them.

"**Jealous** of all you out there," is how we describe ourselves.



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager



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J24. Great condition, 3 sets of sails, 1 new, fared but have raced little, black hull w/light gray deck, 2-axle trailer & gas dock cove berth. \$10,500. Call Andy 436-6118.

CORONADO 23-FT. Excellent condition, 8 hp Evinrude, galley, porta-potti, depth sounder, VHF, compass, pulpits & lifelines. Sleeps 4, all lines led aft. RWC berth. \$3,000. Will consider partial trade on smaller daysailer. John (415) 852-3809, (408) 733-6462.

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SANTANA 22 "TROLL". Former fleet champion. 8 bags (4 like new), AP, KM, good bottom, Merc o/b, lots of extras. Boat located in Marina del Rey. \$4,000 b/o. Call Andy (818) 996-5497.

J24 "THE GIFT" (AKA "DARVON") #6305. Original owner, excellent race record. Many new parts including forward hatch, adjustable spreaders, & new main & jib. 4 hp Mercury & trailer. Ready to go now! \$10,750 b/o. Matt Taylor 397-5900 (w), 459-0421 (h).

AQUARIUS 23 SLOOP, sleeps 5, private head, sink, trailer, 7 hp o/b motor w/5 gall aux. tank, Odyssey main & jib sails, anchor & line, lifejackets & more. \$4,500. (408) 779-1948.

CATALINA 22, 1972. Swing keel, w/trailer, 7.5 Johnson, galley, head, good condition, anchor, compass, lines lead aft, easy to singlehand sail. \$2,900. (415) 364-3492.

CATALINA 22, 1980. #9512 trailer, 5 hp Mariner, swing keel, pop top, Stockton club jib, galley, stove, potty, beige/white, full cockpit cushions, canopy, 2 anchors, on trailer. Sailed in the Delta & lakes. \$4,750 b/o. (209) 823-0879.

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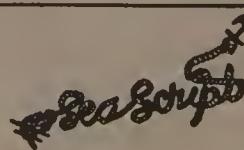
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WILDERNESS 21. Singlehanded Transpac racer 1990. 18d16h47m. New mast, rigging, self-tailing winches, Harken furler & 4 North sails. Micron CSC. Would sell or loan vane & other gear for 1992 SHTP. \$5,500. At Schoonmaker in Sausalito. Call Leslie King (305) 525-0200 (work in FL), (305) 328-0974 (portable).

MOORE 24, #4. 8 sails (2 spinnakers), trailer, VHF, race ready. Sail the best! \$6,900. Call Marc (510) 547-3029.

CATALINA 22-FT, 1971, w/VHF, depth sounder, new main & jib, teak trim & new teak hatchboards. It's fixed keel model hull #15 but looks like new. Clean & pretty. \$3,000 b/o. (408) 425-6559.

HOLDER 20. A fast, fun, easy to trailer boat. Main, racing main, 110, 140, spinnaker, knotmeter, dual Suunto tactical compasses, Honda 2 hp, Micron CSC bottom, EZ Loader trailer. \$3,800. (510) 881-7793 (iv msg if no answer).

MONTGOMERY 15-FT, 1982. The Cadillac of pocket cruisers. In storage the last 6 years. Honda o/b, trailer, porta-potti. All in like-new condition. \$4,900 b/o. (510) 846-3941 (Pleasanton, CA).

O'DAY MARINER 2+2, 1 owner, Rhodes 19 hull (sleeps 2), swing keel, 2 jibs, 2 genoas, main. 180 Chrysler o/b w/trailer. Spinnaker ready. \$4,000 b/o. Call Paul (415) 454-4729.

J24 with Trailrite trailer. North & Sobstad sails, Tohatsu 5 hp o/b. Excellent condition w/many updates. Drysailed out of Brickyard Cove. (510) 525-1878.

CAL 20, 1962. Hull fair condition, 5 hp o/b, one set sails, radio, hauled July '90. At Jack London Square. \$1,200. (510) 649-9756.

SANTANA 22, 1966. Excellent condition, 4 sails, new Honda o/b, fixed keel, stainless steel/upgraded rigging, battery, running lights, extras. \$2,695. (510) 443-6448.

DEL REY 24. Great Bay boat. Inboard dsl, main sail, club jib, extra sails, safety rails, anchors, sleeps 4, porta-potti, ice box, ship to shore radio telephone, S.F. berth (Gas House Cove). Asking \$7,000. (415) 587-1555.

CAL 24-FT. Very good condition. Evinrude 6 hp o/b. Sleeps 4. Great weekend/day boat. Fully equipped and ready to sail. Well-maintained. Leaving area and must sell. Upwind berth Berkeley Marina. \$3,400 firm. Call Brad (415) 644-1474.

24-FT NEPTUNE, 1980. Trailer, 7.5 o/b, sleeps 7, stove, icebox, porta-potti, pop top, cockpit cushions, whisker pole, bow & stern pulpit, life lines. \$8,000. (707) 422-9434 (eves), (707) 425-9545 (days).

SANTANA 22, 1976. Excellent condition, new mast & standing rigging, all lines led aft, 2 compasses, knotmeter, 5 bags sails. Best on Bay, a great boat at a great price. \$4,500. Call (415) 456-3316.

DANISH SPIDSGATTER 23-FT. Built Denmark 1938. Single cylinder 5 hp Faragota inboard engine. Hauled, surveyed, all required repairs done October, 1990. Very solid boat, great for sailing in Bay. Full cover. \$5,900. Call (415) 521-0646.

CAL 20, 1967 HULL. Good condition, fully equipped & ready to sail. Includes Pineapple sails, VHF radio, new 4 hp Evinrude o/b, porta-potti, safety equipment. \$3,000 b/o. Call (510) 521-0618.

CAL 20, HULL #1398. S.S. keel bolts, barient 10s, adj. backstay, 4.5 Johnson long shaft, o/b bracket, 2 mains, 2 jibs, just hauled. \$2,500. Club jib complete, offers. (916) 758-2297.

ERICSON 23. Fast, fun & well built. Galley, head & berths, fixed keel, sloop rig, berthed Bay Area. \$1,600. (702) 847-0519.

NEWPORT 20 POCKET CRUISER. VHF, depth, stereo, microwave oven. Two years on rigging, traveler & boom vang, all lines led aft, o/b motor, upwind Berkeley berth. \$2,500. (510) 835-9558.

MacGREGOR 22-FT 1986. pop-top trailerable centerboard sloop. Main, jib, depth, knot, log, galley, dinette, sleeps 4-5. Large cockpit, full lifelines, bow & stern pulpits. Like new condition throughout. Factory trailer included. No motor, otherwise complete & ready. \$3,250. 332-9231.

20-FT LIGHTNING. Partially restored hard chine hull on trailer, 26-ft mast, sails, rigging. A Bay classic, but needs work. \$500 b/o. Call Steve (415) 383-0903.

DEL REY 24. "V" & quarter berths. Strong Johnson o/b, sailable but needs minor TLC. Gas House Cove berth. \$2,500 or trade for trailerable sailboat. Call Dennis (415) 563-2246.

SANTANA 22. Race & cruising equipped, self-tailing winches, dual fuel tanks, 20-gal. water tank, sink, complete racing running & standing rigging. \$3,800. (415) 457-7108 (iv msg).

SCHOCK 23 wing keel hull #1, "87". Cruiser/racer, 2 mains, 1-ft SA race dac. spinnaker, 3 head sails 155, 150, 110. Johnson 6 hp & more all on tandem axle trailer. \$13,000. (415) 552-6167 (days). (510) 523-6446 (eves).

MARRIAGE FORCES SALE! In order to save ours, we've lowered the price on a beautiful 23-ft Bear #40, fine condition, outboard, perfect classic family Bay cruiser. Chris or Ana (415) 331-0212. Make us an offer!

25 TO 28 FEET

HAWKFARM 28 "PREDATOR". Buy my boat & I will buy you a new set of sails. This lucky boat was built to race & the Hawkfarm fleet on S.F. Bay is the challenge. All instruments & a Tillermaster for \$19,000. (916) 438-2206.

1985 25-FT CATALINA SAILBOAT. Swing, Honda t0 motor, pop top w/cover, dinette interior, full galley, Marine head, folding doors, solar fan, carpet, curtains, cockpit cushion, split backstay, boom vang, spec. deck, bottom paints, main sail cover, fully equipped. Many extras. \$11,500 b/o. (408) 270-7546.

CATALINA 25, 1991. Trailrite tandem trailer, autopilot, VHF, Honda, porta-potti, safety gear, raft, 110, 150, spinnaker, alcohol stove, 20-gal. water, 110 & extra 12v panel. 5' Contest compass, Martec vent, adjustable backstay, boat shows like new. \$14,000. Motivated! Call (702) 588-8957 (Lake Tahoe).

NORDIC FOLKBOAT 25. Owner/lover of 2 Brandt-Moller wooden Folkboats, must sell the debutante "Marissa". Well maintained, 6 hp o/b. Great family boat for the Bay. Richmond berth. \$5,000. Bill (415) 391-5780. (415) 752-2324 (eves/wknds).

CATALINA 27, 1982. Excellent condition, loaded w/extras. 6 sails, Loran C, VHF, Blaupunkt stereo, autopilot, Universal diesel, knotmeter, depth sounder, very clean. \$17,000. (415) 459-7336.

CAPO BAY 26 Schumacher MORC offshore racer, all the best gear, AP, Loran, VHF, o/b, Transpac vet. \$15,900 or trade up/down for cruiser, multihull. Ask for Bill (408) 252-7220.

28-FT NICHOLS SLOOP, ultimate budget Bay/coastal pocket cruiser, 3rd overall 1991 Doublehanded Farallones race. 10 sails, spinnakers, 10 winches, AP, depth, knot log, VHF, Inboard, anchors, new keelbolts, faired bottom, beautiful lines in wood/FG, sweet boat to sail. \$8,000. (415) 332-2809.

CLIPPER 26-FT. Dual wheelbrake trailer. Sleeps 6, 7.5 hp, genoa, jib, main, swing keel. Great cruise boat. Used in Tahoe. Can deliver. All for \$5,700. Andy (916) 542-3222, (800) 23-TAHOE, ext. 955.

COLUMBIA 26, MKII. 3 sails, spinnaker, gear, radios, rebuilt head. 9.9 Evinrude o/b. \$3,500. (408) 733-0721.

STORFIDRA 25, 1972. Swedish built double-ended sloop for serious singlehander. Tiller steering. Twin headstays. Inboard Volvo diesel. \$14,000. (415) 941-2718.

1969 COLUMBIA 26. Excellent shape, roller furling, 2 main sails, 7.5 hp, great liveaboard, excellent hull. New: frig., anchor fenders, extras. Must sell, moving. \$7,500. (415) 788-4920.

CORONADO 27, 1972. Great Bay sailer, 9.9 Johnson hplong shaft w/elect. start. Main & 2 jibs, full galley, sleeps 5, VHF, enclosed head. Emeryville berth. \$8,000 b/o. Call Randy (916) 823-9145 (w).

CHEOY LEE OFFSHORE 27. F/G cruise ready Mexico vet. Recent epoxy bottom, Awgrip topsides, exhaust system. New In 1986: Westerbeke 2 cyl. diesel, shrouds, Forespar club jib & rig, traveller, 4 cruising sails, 6 total. \$14,900. (415) 331-7576. Can deliver, trailer.

26-FT SCANDINAVIAN FOLKBOAT. Custom built in 1985 at \$26,000 for offshore cruising. Only used locally. Extra strength in hull & bulkhead connections, & hull & deck joint. All sails triple stitched. Honda 7.5 o/b. Running backstays, solid inventory. \$19,000. Open to offers. (604) 583-4426.

ISLANDER BAHAMA 26, 1977. Hauled in July, Inboard gas 15 hp, overhauled in '90, depth finder, fish finder, VHF, most rigging, & 2 Leading Edge sails new in 1984. Lots of teak in the cabin. South Beach Harbor berth. \$8,500. 826-0527.

CORONADO 27-FT. DS, KM, nice wood interior, dodger, AM/FM cassette, icebox, 12v system completely rewired, decklights, strobe light, sleeps 5, anchor w/300-ft line. Great Delta/Bay boat. \$7,000 b/o. 827-9938.

NEWPORT 27, 1979. Diesel, spinnaker, tiller, head, stove, ice box, new VHF, Barient 2-spd winches, custom tapered mast, 6-ft hdmr, extras. Clean & in excellent condition, 1 yr. sublease available at Santa Cruz. Partners moving, \$14,000 b/o. (415) 327-8086.

CATALINA 27, 1975. Excellent condition, bottom newly painted, Atomic 4 engine, sleeps 5, standard equipment plus extras. Berthed at Brisbane. Must sell - asking \$10,500. Call Dick (510) 297-4131 (w).

PEARSON ARIEL 26-FT. Full keel, standing head room, 9.8 Merc. o/b, 3 sails, all lines lead aft, anchor, depth, knot, compass, VHF. Have about 10 years of papers, good condition. \$4,800. (707) 426-2897.

MacGREGOR 25. Excellent history, 1t0 jib, 150 genoa w/window, spinnaker (new), mainsail w/window & reef, bags, boom vang, anchor, compass, VHF & CB radios, porta-potti, new motor mount, trailer has new galvanized surge brakes, wheels & caster. \$5,500. (415) 340-0410.

CATALINA 27. Rebuilt Atomic 4, Harken roller furling, full electronics, full cover, new main, new cushions inside & out, autopilot. This one is really pristine! \$13,000. (408) 688-3296.

SANTANA 27. Cruise or race singlehanded. All lines aft, 2 suits sails, spinnaker & gear, 2 Danforths, new compass, new cushions, new bilge pump, new Autohelm 800, Evinrude 9.9 hp w/elect. start, enclosed head, sleeps 5, excellent galley, easy to sail. All safety gear. Excellent coastal cruiser/liveaboard. \$8,500. (510) 528-4216.

COLUMBIA 26 MKII. Race or cruise. Excellent condition, complete w/tandem axle trailer w/electric brakes. Possibly the best maintained & equipped 26 around. Upgrades & equipment too extensive to list. This boat is ready to go & show anywhere. \$14,000. Call (209) 291-1123 for details.

23-FT STONE HORSE. Legendary traditional full-keel pocket cruiser by Edey & Duff. Diesel, windlass, DS. Beautiful condition. Fine sailer, incredibly comfortable, intelligent accommodations. Trailer available. Affordable, classy solution for this winter in Baja - Tahoe or San Juans next summer! \$12,900. (415) 567-6775.

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O'DAY 28-FT, 1979 sailboat. New LPU paint topsides & mast (white topsides, black mast), LectraSan waste system, pedestal helm, Hardens roller furling (new), 120 jib w/black sun screen (new), Ray Jefferson Loran (new), VHF radio, new upholstery throughout, OMC Inboard (saildrive) engine, very clean, ready to sail. Moving, must sell. Berthed at San Leandro Marina. \$15,000 b/o. (510) 351-7805 (9 am to 5 pm).

PEARSON 28, 1977. One owner, low usage, mint condition, singlehand rigging, 2 sails, Atomic 4, VHF, knotmeter, compass, depth finder, anchors, PFDs, head, range, sink, ice chest, etc. \$14,500. Call Lou 254-5941 (days), 254-4225 (eves).

CAL 25. Bargain price. See at South Beach G-3. \$5,000 b/o. (415) 594-9259.

1979 B-27, Lyle Hess designed trailerable sloop. Inboard diesel, KM, DS, VHF, Loran, 4 sails, dinghy, epoxy bottom & more. Sleeps 6 & set up for singlehanded sailing. Baja, San Juan & Florida vet. \$17,000 b/o. (510) 490-8202

MERIDIAN 26-FT, 1969 sloop. 2 sails, 9.9 hp long shaft (overhauled 5/91), Pete's Harbor (best location), clean inside, anchor, 8-ft beam, 4-ft draft, sail cover, chart table, sleeps 5, 5'8" headroom. Sacrifice \$3,000. Call Fred (408) 255-0561 (lv msg).

NOR SEA 27. Aft cabin, new Yanmar G2N, ex. condition. \$26,000. Spud Pt. Marina, E-10, Bodega Bay. (707) 865-2739 (before 9 pm only).

1981 NEWPORT 28. Excellent condition, one owner, fully equipped w/all instruments, wheel, club jib, cruising spinnaker, diesel & an Origo stove & oven. Only \$18,500. (916) 362-2102.

SANTANA 28, 1977. For sale by original owner. Excellent Bay racer/cruiser, Volvo diesel, VHF, DS, KN, full galley, sleeps 5, teak interior, safety equip., pulpits/lifelines, good sails. \$16,000 b/o. (415) 435-9966 (eves).

HAWKFARM 28-FT active one design fleet, very fun boat to race or just day sail. These boats were designed here in S.F. for our local conditions. Please call 937-7024 for more information.

FOR SALE OR TRADE: RANGER 26. Good condition. Will consider trade for cash & 4x4 Bronco or Blazer. Lines aft for singlehanding, spinnaker, knotmeter, DS, VHF, compasses, adj. backstay. \$6,500 b/o. Any reasonable offer considered. (510) 522-8071, 293-7217.

27-FT CHEOY LEE OFFSHORE. 7 sails, new Yanmar, Loran, KM, DS, VHF, Blaupunkt, dodger. Meticulously maintained, cruise ready. \$18,500. 956-1300 (w), 522-8447 (h).

26-FT PEARSON ARIEL, 1965. Full keel, 5 sails, new rigging 1988. Rebuilt Atomic 4, Lewco charger shorepower, 2 anchors & anchor rode, haulout 8/91, VHF, DS. \$8,500 b/o. (714) 645-0612 (after 5:30 pm).

RANGER 26. Don't buy any boat under 30 feet until you've seen this one! I can't say how impressed I've been w/this boat! When everyone else has run home out of the big winds on the Bay, I'm still sailing. And doing 6, 7 & 8 knots. I've seen many other R-26s but none that looked as good as this one. Excellent condition. Great mainsail, 3 headsails, VHF, new KM, new DS, new Autohelm autopilot, new battery, newly rewired, great running 7.5 Evinrude & more! Call me & I'll mail you a complete description & equipment list, and/or come by for a look & a sail! Brisbane Marina berth. A good buy at \$10,000. (408) 226-8366.

CAL 25-FT on trailer. One main, 3 jibs in good condition, Bariant winches, needs mast & boom. \$1,500. Lou (415) 635-3752, (415) 523-4660.

ERICSON 25+, 1979. 5'5" draft, largest 25 in the Bay. 6'1" headroom, sleeps 5, enclosed head, holding tanks, 15 hp inboard, trailer. Autohelm, Loran, WP, WS, knotlog, DS, stereo, VHF, DB, solar charger, battery charger, microwave, refrigerator, ProFurl reefers, main, 150 genoa, 110, Harken Barberossa winches, inflatable w/2 hp & much more. Bottom & engine overhauled summer 1990. Absolutely pristine condition, must see to appreciate. Most equipment placed 1990. \$17,500. Berkeley berth. (707) 462-8224.

27-FT CATALINA 1980. 3 jibs, spinnaker, 9.9 Sailmaster elec. start shorepower, canopy, microwave, propane stove, head, holding tank, traditional interior, anchors, CB, VHF, DS, compass, recent survey, everything in excellent condition. \$13,000. 523-0666.

"JOSHUA H". Singlehanded Transpac winner. Columbia 8.7 equipped for comfortable ocean crossing/cruising. Partial equipment includes Monitor vane, autopilot, dodger, EPIRB, Loran, masthead tricolor/strobe, MOB gear, cabin heater, radar alarm, CQR anchors w/chain, cockpit cushions, 7 bags sails, VHF, stereo, 2-ft led halyards, DS, clock, barometer & more. A strongly constructed, sea kindly, documented vessel w/a history of successful ocean passages. Clean & in good condition. \$25,000. (415) 492-9390 (wkdays).

PEARSON 26-FT. One design 1975, all excellent condition, Honda 7.5, sleeps 5, head, sink, stove, CB. \$5,000. (707) 745-3682.

PACIFIC SEACRAFT 25-FT DOUBLE ENDER. Great pocket cruiser, rebuilt diesel (Jan '91), 4 Tanbark sails (new main cover). Very, very clean. \$15,900. (707) 745-3471 (after 7 pm or lv msg).

HERRESHOFF 28. Modified (30-ft LOA) ketch by Far East Yachts, 1966. Double-planked mahogany on oak, copper riveted, teak cockpit & trim, varnished spruce spars, Atomic 4 inboard. Very good overall but needs some TLC & sails. Great potential. \$9,500 b/o. 332-9231.

PEARSON 26-FT, 1978. VHF, KM, Loran, DS, very clean. \$7,500 b/o. (408) 426-9481.

VENTURE 25-FT. Excellent condition VHF radio, new Honda 8 hp motor, genoa, jib, main sails, trailer, Coast Guard safety equipment, sleeps 5, pop-top dodger, cushions, great for Bay or Delta sailing. A steal at \$3,950. (415) 593-9349.

26-FT WOOD SLOOP. Emerson double racing design. Excellent condition, hauled & recaulked in August. Fully equipped w/4.5 hp Mercury o/b, 2 mains & jib & porta-potti. Great Bay boat. Must see, Alameda berth. Asking \$1,995. Call (510) 277-8660 (w), (510) 523-5686 (h).

HUNTER 25-FT, 1978. VHF, KM, DS, WS, AM/FM cassette radio, roller furling, spinnaker, alcohol stove, nice clean boat. \$6,500 b/o. Call (408) 426-9481.

NEWPORT 28, 1978. 2nd owner, wheel steering, self-tend jib, jiffy reefing, dodger, lifelines, Yanmar diesel, KM, DS, wind speed/direction, VHF, Loran, LectraSan head, galley w/sink, icebox & alcohol stove, 110 volt w/battery charger, charcoal heater. Partner moved. \$15,500. Call (707) 937-0033. Berkeley slip.

BALBOA 27 w/trailer, excellent condition. Hardly used & stored on trailer since new. 6-ft headroom, 10 hp elec. start o/b, Marine head w/holding tank. Great Bay boat & easily trailerable. \$13,900 or trade for ??? (916) 791-7763.

CATALINA 27, 1983. Excellent condition, dinette model, Atomic 4, wheel steering, furler jib, CNG, new batteries, new custom cockpit cushions, macerator, Danforth type anchors, vang, electric bilge. You will not find a nicer one. \$15,500. (916) 366-2873 (days).

26-FT PEARSON, 1975. VHF, compass, 9.9 electric start, 3 sails, sleeps 5, head, stove, sink, anchor, safety equipment, battery charger, lifelines. Pier 39 berth. \$5,500 b/o. (415) 989-8150.

PEARSON ARIEL 26-FT. Active racing/cruising class, Hood sails, 6 hp Evinrude, great Bay boat, good condition. \$4,800. Call (415) 892-4778 (h), 435-0941 (w).

NEWPORT 27s, 1979. Atomic 4, VHF, RDF, 12vdc & 110VAC shore pwr, roller furling jib, Edson wheel, ground tackle, hauled & painted Nov. 90. Beautiful teak interior w/galley, head w/holding tank & shower, sleeps 4-5, great 6'4" head room & more. Upwind Sonoma-Manin berth, great Bay sailor. \$14,950 b/o. (707) 838-0964 (h).

25-FT O'DAY 1976. Absolutely the finest condition. Sleeps 5, trailerable, Honda 10 hp, VHF, AM/FM cassette, cockpit cushions, roller furling, shore power, KM, DF, the list of extras goes on & on. \$9,500. (916) 547-3921.

NEWPORT 28, 1975. Mint condition, DS, VHF, KM, no spinnaker, 110 & 160 jibs. New bottom & hull paint, fireplace. Must sell ASAP. Call (707) 258-0584, (800) 499-0584.

COLUMBIA 26. Great condition, sleeps 5, includes alcohol stove & sink, VHF, Loran, depth finder, KN & other equipment, 10 hp o/b engine. Haulout 6 months ago. New bottom. Berth at Oyster Point. \$6,000 b/o. Marc (415) 322-5986 or Nathan (408) 446-2511.

COLUMBIA 8.7, 1976. Good condition, Atomic 4 engine, priced to sell. \$13,800. Contact Topper Johnston (415) 981-8030.

29 TO 31 FEET

J29. SAILING COMFORT & performance speed. Actively raced & cruised on the Bay. 10 sails, 8 hp Evinrude o/b, galley sink, stove, head & interior finishes. Join a great racing fleet w/out sacrificing casual cruising comfort. New bottom job, new speedo & radio, depth sounder & lots of equipment. Ready to sail w/an impressive racing history on the Bay. Priced to sell at \$23,500 or take over payments. Move up from your smaller boat for no money down. Call Andy (415) 641-8323.

ISLANDER 30, 1984. Original owner, beautiful condition, 4 sails, San Diego berth. \$34,000. Call Brian (714) 831-8557.

MUST SELL - COLUMBIA 29. Nearly new main & jib, rebuilt engine, VHF, DS, heater, good condition, stable full keel. \$11,500. 892-0714 (days), 897-7390 (eves).

C&C 29, 1978. Sloop, large wheel, new motor, good sails, sound hull, nice boat, race or cruise Bay. \$27,500 b/o. 668-9680.

CAL 2-29, 1978. Diesel, wheel, VHF, Loran, Digital knotmeter, DS, Autohelm, good condition, no blisters ever. \$19,000. (510) 933-8392.

ETCHELLS, US 296. Good condition, well-maintained, full complement of sails, new mast & running rigging, full cover, trailer, great one design class for the Bay. Good starter boat for low \$. Asking \$10,500 b/o. Must sell. 452-3381 (lv msg).

CATALINA 30, 1978. Very seaworthy, wheel-steering, 2 jibs, Digital KM, DS, VHF, auto-bilge, shore-charger, compass, dependable engine, Danforth, sleeps 7, roomy, attractive, very clean, reflects diligent care of owner, South Beach D-6, please call to see. \$26,800. (415) 720-5262 (days), (408) 720-1482 (eves).

OLSON 30, 1981. 5 headsails, 2 spinnakers, all necessary gear for racing. Boat hasn't been raced very heavily & is in excellent condition. 2-boat owner. \$15,000 b/o. (415) 331-5195.

30-FT CLIPPER MARINE. Very comfortable boat, Inboard engine, 3 sails, depth sounder, VHF, galley, head, etc. Great Bay boat! Sleeps 5, plenty of headroom in cabin. \$8,000. 568-5950 (eves).

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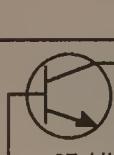
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30-FT BIRD BOAT #10. "Gray Goose". Great Bay classic in good condition. \$5,000 b/o. (707) 545-6825.

J29, 1984. Barents, Harken, Kenyon, Signet, WS, WP, KM log, new Digital DS. New \$2,200. 15 hp Honda (electric start). Kevlar main & lapper, 110 & storm jib. 6/90 perfect survey & bottom job (no blisters!). Not race tired, fresh water berthed. \$19,500. (510) 684-9619, (510) 634-0154.

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PEARSON 30-FT. Volvo diesel, Loran, VHF, WS, WI, DS, roller furling, dodger. \$19,000 b/o. (415) 737-9824.

WILDERNESS 30 CUSTOM. 1982 Hullworks built, double spreader rig by Ballenger. Yanmar diesel, VHF, knotmeter, depthmeter. Beautifully trimmed in teak w/custom Brunzel Interior. Deeper, heavier keel, great Bay boat! \$16,995 b/o. (209) 545-2583.

ISLANDER BAHAMA 30-FT, 1981. Beautiful condition, new bottom paint 8/91, AM/FM cassette stereo, furling sail, wheel steering, marine radio, fathometer, built-in battery charger, refrig/freezer, shower, Volvo diesel. Shore power cable/safety equipment. Sleeps 5. Private dock available in Tiburon. \$29,950. (415) 661-2852.

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BRISTOL 29.9, 1980. Bristol condition. Wheel steering, Universal dsl (24 hp), new main, 2 headsails, spinnaker, new Harken 800 Series furler, new standing rigging, 7 Lewmar winches, VHF, depth, knot, new interior cushions. Gas House Cove, S.F. berth available. \$35,000. (415) 668-4305.

CAL 29, 1974. 4 sails including spinnaker, new upholstery, great condition, alcohol stove & oven, VHF, Atomic 4, o/b. (510) 672-3178. \$18,500.

HOLIDAY 30-FT. Mahogany hull sloop, Dutch built, 1959. Full keel, 4 sails & spinn. w/pole. Beautiful varnished mahogany interior, VHF, head, depth, sink, icebox, microwave, sleeps 4, standing headroom. \$8,500. Call Michael Taper (707) 746-8145, (415) 543-6677.

RAWSON 30 good-looking f/g sloop. Smooth running 27 hp Yanmar diesel, never had any blisters. \$14,750. (415) 665-1472.

CATALINA 30, 1977. Excellent condition, wheel steering, knotmeter, depth, Yanmar diesel, auto pilot, pressure water, tall masted club jib, 120 & 155 genoas, 5 winches, new interior blue cushions, sleeps 6, refrig., TV, cockpit table & more. \$23,900. (209) 522-6724.

CAL 2-29, 1974. Excellent condition. New factory diesel, new covers. Teak interior, sleeps 6, wheel steering, tabernacle. \$18,500 b/o. (408) 688-4266.

CAL 2-29, 1975. Clean boat, 9/91 survey, diesel low hrs, KM, DS, VHF, spinnaker, pressure water, teak interior, wheel steering. \$19,500 b/o or trade & cash for larger late model boat. (510) 538-4001 (w), (510) 632-0275 (h).

ERICSON 30+. Victim of divorce. Must sell. Wheel steering, diesel, 80, 100 & 150% jibs. Spinnaker, self-tailing winches, teak cabin, sleeps 6 w/heads & h/c shower. VHF, stereo & more. \$28,500. (415) 671-7289, (415) 461-1108.

NEWPORT 30, 1971. Well-equipped older boat in excellent condition. Atomic 4, spinnaker, storm sail. Enjoy the ocean, Bay or Delta. Berthed in San Rafael. \$13,500. Sale or trade for 4x4 cruise vehicle or? (415) 383-1950.

32 TO 39 FEET

ANGLEMAN KETCH 36-FT. Radar, Loran, Volvo 2003 33 hp diesel, Inverter, elec. system, washing machine, 350'5/16 BBB, anchor windlass, all new in 1988. Has placed 1st in Master Mariners Gaff 11 Division. A beauty ready to go. \$46,000. Call 934-6159.

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34-FT CAL MARK II, 1976. Fully equipped, wheel steering, 22 hrs on rebuilt 40 hp diesel, new epoxy bottom, sleeps 6, excellent condition. Ready to cruise or liveaboard. \$32,000 b/o. Call (415) 383-2117, (415) 381-6424.

COLUMBIA 9.6 SLOOP. Sleeps 6, 6' headroom, teak interior, double-reef main, jibs: 110, 130, 150. Diesel, VHF, compass, DS, pressure water, electric/manual bilge pump, shore power, full gallery, new epoxy bottom. Urgent. Asking \$23,000. (916) 823-0190.

S-35. Beige hull, anodized spar, rod rigging, Barents, dig. compass, Loran C. Located Newport Beach. \$35,000. Gordon (714) 546-1653 (days), 675-5129 (eves).

32-FT MOLOSHCO SLOOP. Modified Lapworth design professionally built in 1959 of strip plank mahogany w/fiberglass skin. Later stripped & reglashed w/epoxy resin in Auckland, NZ. Low maintenance classic wooden vessel. Volvo diesel. For sale in Mexico. \$25,000. (206) 293-4495.

33-FT STEEL SAILBOAT. Gypsy Rover by Merrit Walter, gaff rigged cutter, 10 hp diesel, 100 gal. water capacity, launched 1989, needs some finish work. \$30,000 or possible trade, all offers considered. (209) 323-0655.

1975 WESTSAIL 32-FT. Factory teak interior, new cushions, tanbark sails, boom crutch, cassette stereo, new bottom paint, dinghy, microwave, fridge, autopilot, mint condition. \$41,500. Call Mark (213) 545-7326.

33-FT SLOOP "SANDPIPER". \$14,500 b/o. Sacrifice sale. Exceptional value. Designed by racer, sailmaker, artist Jim DeWitt. Engineered by naval architect, Randy Pauling. Built by Colberg in Stockton. Handles beautifully in wide range of wind and sea conditions. Outfitted for short-handed cruising and Bay racing. Strong seaworthy aluminum hull, mast and boom. Main w/cover, self-tending jib w/cover, genoa, spinnaker, dodger, in good condition. Trim tab (auxiliary rudder). Gas engine. Call Jim or Sallie (415) 232-4291.

34-FT IRWIN SLOOP (83). Good condition, fast, loaded w/gear, windlass to microwave plus. Too extensive to list. (Being trans. inland.) \$41,000. (510) 652-7240 (after 5 pm M-F).

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ERICSON 32, 1974. New Yanmar in 1988, SatNav, Loran, VHF, knotmeter, depthsounder, RDF, wheel, 3 sets ground tackle, main, 150, 120, 85% dodger, safety nets, 2 burner propane stove, stereo, sleeps 6, 6-month Santa Cruz sublet. \$25,000. (408) 475-9308.

CATALINA 36, 1987. Excellent condition, bottom newly painted, roller furling, Autohelm, refrigeration, cockpit table, Loran, Signet instrumentation, VHF, CD player, C&G oven, dodger. \$63,000. (510) 551-7853 (h), (415) 927-8225 x223 (w).

"SPIRIT" FAMOUS 33.5 Sparkman Stephens flush deck sloop. Mah/oak/B2. Yanmar diesel, 19 sails, superb performer w/world-wide racing/cruising history (see Sept. Latitude 38). Ready to go, Sausalito berth. She's a gem. \$35,000 b/o. Call 331-8968.

CATALINA 36, 1985. Very well maintained. Roller furling, 110% jib, cruising spinnaker & spinnaker pole, custom refrigeration, microwave, Apelco 6500 Loran, Autohelm 3000 w/remote & vane, electric head, VHF, AM/FM cassette, KM, DF, dodger, weather cloth. \$59,950. (707) 647-2070 (h), (415) 596-1760 (w).

FUJI 32 KETCH, 1977. Great 2-person cruiser, 40 hp diesel, shoal draft, hauled Oct. 1991, no blisters, Technautics refrigeration, windlass, modified Aires vane, 7 sails, many extras. \$45,000. 925-9705 (lv msg).

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CHINESE JUNK, 35-FT, 1968. Teak, Volvo diesel, shower, head, sleeps 6, perfectly maintained, Sausalito berth. Great liveaboard, something special. \$39,000. Call Michael 479-7128.

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CATALINA 36, 1985. Very well maintained. Roller furling, 110% jib, cruising spinnaker & spinnaker pole, custom refrigeration, microwave, Apelco 6500 Loran, Autohelm 3000 w/remote & vane, electric head, VHF, AM/FM cassette, KM, DF, dodger, weather cloth. \$59,950. (707) 647-2070 (h), (415) 596-1760 (w).

1965 PEARSON VANGUARD 32-FT. Very nice & clean, new rigging, sails & dodger, etc. Ready to cruise. \$26,500. Call Brad (415) 454-4999.

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38-FT, 1966 PIVER LOADSTAR. Rebuilt 1985 for cruising. Cross keel, 6 sails, 27 hp Yanmar diesel, SatNav, 3 cu. ft. refer, watermaker, 8 mile radar, Ham, VHF, VCR, color TV, depth sounder, Autohelm 3000, hydraulic steering, solar panel, windlass, 3 anchors, propane range w/oven, 10-ft fiberglass dinghy, 8-ft Achilles, 50-gal. water capacity, 40-gal. fuel, many spares & tools. Great liveaboard. \$30,000. Call Pam (619) 462-1801. (10 am to 4 pm).

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ISLANDER 36, 1980. Diesel, teak interior, usual I-36 features, many system improvements, excellent condition & clean throughout. July haulout. \$52,500. (408) 252-6941.

35-FT SLOOP, 1965 CHEOY LEE, Arthur Robb design. All teak hull in excellent condition. Needs engine overhaul. Dissolving partnership, so must sell. \$23,000. Call (510) 302-5361 (w), (510) 638-0603.

35-FT RARE MODERN COLUMBIA w/teak interior. Space & stowage of any 40! Separate cabin, 3/4 keel, diesel, furling, 6 sails, autopilot, Loran, electronics, refrigeration, hot press water. Showroom condition. \$49,750. (619) 226-6306.

34-FT WINDJAMMER. Custom, prof. built, F/G, flush deck cutter, 1982. 42'6" LOA, Volvo, Aires vane, auto, SatNav, Ham, wind gen., dodger, etc. So. Pac. vet. Truly one of a kind world cruiser. Ready to load & go! \$65,000. S.B. slip available. (805) 682-8922, (805) 682-6149.

36-FT CHEOY LEE CLIPPER KETCH. Bristol, many extras. (707) 939-9709.

33-FT TARTAN TEN. Well-maintained racer/cruiser. Fully equipped. Motivated seller. \$17,000 b/o. Call Chuck (415) 439-2150, (707) 747-7525 (days).

38-FT CLASSIC WOODEN KETCH built in 1938, designed for coastal cruising and Bay sailing. Classic look, perfect liveaboard for single sailor or couple. Has VHF, new mizzen sail, newer main sail and three others, 13' beam, recent ribbon mahogany interior, newer teak deck, brass fittings, hot water, wood stove and, yes, a tub. Owner has bought larger cash down. We will consider partial trade for trailerable swingkeel sailboat that sleeps three. (510) 339-3996 (h), (415) 338-7101 (w).

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TAYANA 37. Beautiful boat for cruising & liveaboard. Loaded w/Loran, windvane, stereo, VHF, new dodger, h/c pressure water, etc. \$70,000 firm. Call Cindy (415) 578-9244.

ISLANDER 36-FT w/condo slip #4, located at Portobello Marina, Embarcadero W. at Oak St., Oakland. Cutter rigged vessel, dodger, chain anchor sys., P4108 dsl, 8 Barients, Signet gauges, epoxy bottom, lead keel & more. Call for list. \$79,950. (415) 763-0512 (eves to 11 pm).

37-FT EXPRESS MINT CONDITION. All North sails, Brookes & Gatehouse Hercules system interfaced w/Northstar Loran & Magnavox SatNav, VHF, SSB, refrigeration, h/c pressure water, CNG stove, loaded. \$75,000. (805) 493-1091 (h). (818) 715-3328 (w).

FUJI 32 CUTTER, 1977. Great for coastal, Bay and Delta cruising. 40hp diesel, roller furling jib, h/c pressure water, CNG stove w/oven, shore power w/charger. \$32,500. (415) 435-3902.

WESTSAIL 32, 1985. Professionally built. SST bowsprit and boomkin, Harken furler and traveler, DS, KM, VHF, windlass, Yanmar 3 cyl (200 hrs), fridge, Shipmate and Dickinson stoves, Goiot watertight hatches. One of the best. \$52,500. (415) 365-4996.

32-FT CLIPPER MARINE, 1976. Great family Bay cruiser. Center cockpit fiberglass sloop w/ 3.5-ft draft. Simple rig, wheel steering w/large binnacle compass, 15 horse auxiliary. Has ground tackle, shore power, h/c pressure water, shower, ice box, VHF, stereo, sleeps 6. Depthsounder, knotmeter & stove need work - otherwise in great shape! Lying Oyster Point. Bigger boat coming - asking \$12,900. Call Charles (415) 856-6941.

ISLANDER 36. Very clean, diesel, propane stove, fridge, h/c water, shower, beautiful teak interior, depthsounder, bilge pump, includes 5 sails. \$42,000. (510) 522-6289.

37-FT YAWL. Fast, easily sailed singlehanded. 8'4" beam, 26'6" W.L., sleeps 6, 5000 lb lead keel, mahog. on oak, new diesel, coastwise or Bay boat. \$14,000 b/o. (415) 357-6977 (after 6 pm).

ISLANDER 34-FT. Many upgrades, long keel, factory finished new mast, rigging, boom, engine, epoxy bottom, prop, shaft, exhaust syst, 7 bags sails, includes all safety equip., Loran, RDF, VHF, Barients winches, set up for cruising or liveaboard. \$22,500. (415) 594-9453.

32-FT ERICSON. Excellent condition, ready to cruise/liveaboard, new Yanmar diesel, wheelsteering, pressure water, new cushions, new electric, rolling furling, teak refinished, refrigeration, many improvements, priced very low for quick sell. \$21,000. (510) 657-9360.

TAYANA 37. Properly maintained & fully equipped for ocean cruising or a comfortable liveaboard. \$79,500 b/o. For details write P.O. Box 102, Sausalito, CA 94966 or call (415) 331-5916.

34-FT CUSTOM SLOOP by Bill Lee w/slip Elkhorn Yacht Club, Moss Landing. Designed for quick, safe passage to South Pacific or race. 7 new sails including spinnaker, diesel, reefer, recent refit. \$39,000. Call Joe (510) 827-3839.

38-FT C&C 1976 TOPAZ. A thoroughbred award-winning racer equipped for comfortable cruising. New rod rigging, windvane hard dodger, staysail, extensive electronics & equipment. \$65,000. (415) 331-5967 (msg's).

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SANTANA 35, "DREAM MACHINE", 1988 National champion, also YRA Season champion family racer/cruiser. 40-ft berth at St. Francis on Marina Blvd. (ultra prime). \$38,000 spent on upgrades, mast, rudder, boom, new engine, sails. Asking \$39,500. Call John Aitken 366-9211.

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34-FT SPARKMAN & STEPHENS YAWL. Many So. Pacific miles, solidly built, fir on oak. Hauled yearly, new decks, refastened Perkins diesel, bronze opening ports, teak trim, SatNav, DF, log, AP, VHF, sails. Minor work. \$17,500 b/o. (415) 365-9257.

32-FT CORONADO CENTER COCKPIT, 1973. No blisters, must see, rebuilt engine. New: bottom paint, LPU paint topsides, interior, automatic battery charger, batteries, survey, gas BBQ, 2 heads, water pressure, spinnaker pole, roller furling, genoa, storm jib, spinnaker, VHF, autopilot. \$29,000 b/o. (415) 681-6725, (415) 804-3541 (pager).

35-FT WAUQUIEZ PRETORIEN. If you've never seen one you shouldn't miss seeing this one. A high-performance racer/cruiser & a very well-equipped yacht. She's beautifully designed & elegantly appointed. This well-constructed vessel will take you anywhere quickly, comfortably & in style. Equipment includes extensive sail inventory, h/c pressure water, propane, anchors, Loran, SatNav, AP & much more. She's a bargain at the asking price of \$79,000. Chris (510) 523-8500 (broker).

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1979 WESTSAIL 42 YAWL. Great boat for the serious cruiser. Factory custom finished for comfort & safety & loaded w/gear. Oversized rigging, teak decks, tall rig., Perkins 85 hp, Onan 7.5 kw gen., 300 gal. each diesel/water, Ham, radar, radial alarm, VHF, ADF, Marina fax, 2 autopilots, GPS, etc. Full Bimini, lots of sails, ground tackle, Avon w/outboard. Call for info/pictures. Must sell. \$107,000/offer. (714) 646-9927.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel, make this one of the finest cruisers in the NW. Call for picture & specs. Asking \$175,000. (408) 371-0180.

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C&C CUSTOM 43, 1973. Exceptionally strong ocean cruiser/racer due to unique double hull construction. 30 sails, full teak interior, new Perkins diesel, B&G's, Loran, AP. Legendary C&C custom shop quality. Chicago freshwater boat. \$92,500 including transportation to Bay. (219) 232-2201.

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SANTA CRUZ 40, 1985. Bill Lee ultralight. Updated over the past two years. New sails and interior. B&G electronics, Loran, ICOM, SSB, VHF. (415) 563-3753. \$86,500.

44-FT CUTTER "JAVA HEAD". Mower design built 1933. WWII patrol boat. Master Mariner winner. \$35,000. 388-0664.

VALIANT 40. 7 sails, full electronics, AP, WV, proven world traveler, well-maintained. Many extras. \$80,000 firm. (619) 934-2754.

DESPERATE! 45-ft Coronado, good cruiser & roomy liveaboard, like new Perkins, sailing dinghy on davits, roller furling, stereo, TV. Must see. Only \$55,000, offer, trades. Call Jim 381-8310 (9:30 am to 6 pm - let ring).

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42-FT CAT - USCG CERT. 32 pass. fully equipped, ready to work or cruise in comfort. VHF, SSB, Loran, SatNav, Wxfax, P/O water, solar & wind gens. Strong, new, beautiful. \$195,000. Details, photos - Nani Kai, Box 211, Hilo, Hawaii 96721. (808) 966-5028.

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41-FT S&S YAWL, 1961. Double-planked mahogany, Volvo MDII, excellent hull, hauled/topsides 10/90. \$47,500. (415) 521-6513 (after 5 pm). Ext. rebuild.

40-FT KETTERBURG, 1960 SLOOP. Offered by Wooden Hull Owners Assoc. representative & yacht broker. New Westerbeke dsl & trans., 8 bags including spare main, storm, & spinnaker. Wheel steering, full boat cover, excellent condition, cosmetics sharp. Best on market. Motivated. Call Richard (213) 822-4727, (213) 398-6049.

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44-FT FIBERGLASS KETCH, 1986. Free & clear owner wants to move ashore. Call 332-1986 or send info to Box 2151, Sausalito, CA 94966.

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"DREAMWEAVER", 31-FT SEARUNNER, roller furling genoa, remote control 9.9 hp engine, berthed on Lake Sonoma, Healdsburg. Easily trailerable if needed. Slip, charter business, sailing school also available. \$22,500/best offer or trade for land, motorhome or? Relocating & must sell! (707) 431-7245.

27-FT WHARRAM TAMECAT. Epoxy. Professionally built. New 8 hp Johnson Sailmaster, new sails, trailer. \$9,700. Call Les (805) 927-1545 (CA).

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SAILBOAT WANTED. 30-ft + (liveaboard). have \$2,000 & \$450/month. Need owner financing. Call Wayne (408) 249-2935.

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SLOOP/CUTTER 45-FT wide beam, large saloon, fiberglass or steel sailboat. Have single family rental houses in Sacramento and/or bare land to trade. Also 87 Bayliner 2850, like new, 99 hours - trade/sell. Bill Crosby (916) 635-7447.

CRUISE EQUIPMENT. CQR 60 or 75, Delta 75, 350-ft 3/8 proof coil, 5-8 hp o/b, Inflatable, Robertson or ALPHA AP, charts, weatherfax, lead & snatch blocks 3" sheave, 12v refrig, 1/2" halyards 120-ft, winch ST 3" drum, handheld, lifesling, anchor roller, galider, Ham, radar, drifter luff 57-ft, binoculars, propane BBQ. (415) 728-0248 (eves).

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USED DIESEL ENGINE 35-50 HP, w/trans & fresh water cooling. Good running condition. Call Blair (510) 372-9092.

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EXPRESS 37 SAILS, Kevlar ocean main, .5 spinn., .75 spinn., #3 2 Pineapple, 1 #3 Sobstad, 2 Sobstad genoas, 1 genoa, 1 Santana main, plus sails from Schumacher 36-ft custom, MI-1 genoa, MI-2 North genoa, 1 #3 Pryde, 1 North main, 5 Pryde spinn. 332-1234.

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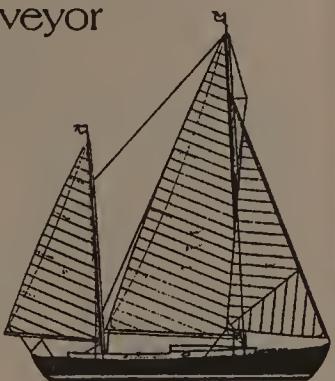
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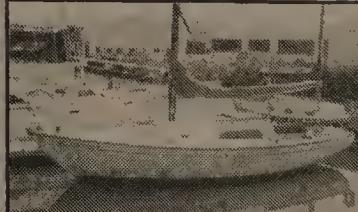
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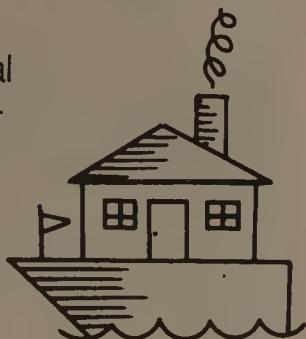
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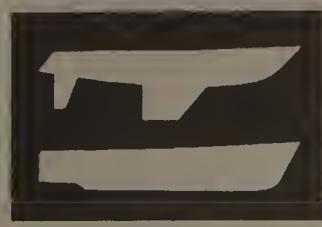
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30' CATALINA		29,000
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32' ERICSON		29,500
32' PEARSON		37,500
33' NORWEST		55,000
34' ALDEN		29,500
34' SCHOCK		64,500
34' C&C		49,000
35' SANTANA		55,000
36' ISLANDER FREEPORT		70,000
36' PETERSON	Reduced to	79,000
36' SABRE		115,000
36' CUTTER		23,000
36' C&C		53,000
37' EXPRESS		98,000
38' SABRE		175,000
38' HANS CHRISTIAN CUTTER		105,000
38' FARALLONE CLPR	Reduced to	25,000
40' CHALLENGER		84,500
40' NORDIC		135,000
41' C&C 41		149,000
41' ISLANDER FREEPORT		73,900
41' SCEPTRE	2 from	185,000
42' NORDIC		142,000
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42' NORSEMAN		225,000
44' PETERSON		110,000
45' COLUMBIA	Reduced to	79,000
47' VALIANT	Reduced to	195,000
51' BALISTIC		375,000
65' SWAN 651		1,250,000
POWER BOATS		
30' VOYAGER		39,500
30' FAIRCHILD		65,000
32' GRAND BANKS		137,500
34' SEA RAY SEDAN BRIDGE		87,500
34' CHB		66,000
34' SILVERTON CONVERTIBLE		118,000
35' BERTRAM	Reduced to	98,500
35' FLYBRIDGE SEDAN		58,500
36' OCEAN EXPRESS CRUISER		134,500
36' GRAND BANKS CLASSIC		64,500
36' GRAND BANKS EUROPA		219,000
36' GRAND BANKS CLASSIC		79,500
38' BERTRAM MOTOR YACHT		89,500
38' BERTRAM CONVERTIBLE		195,000
38' HUNTER		29,900
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40' OCEAN ALEXANDER SDN		140,000
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30' LANCER '79	\$ 29,500
30' LAGUNA '86	\$ 32,500
30' NEWPORT	\$ 22,500
30' CAL '74	\$ 25,500
32' CHRIS CHEROKEE '69	\$ 18,500
35' ERICSON '74	\$ 32,000
37' SEARUNNER '79	\$ 33,000
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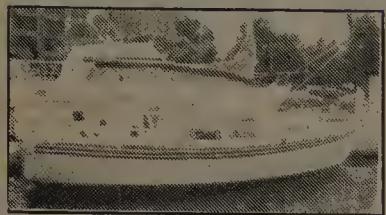
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\$129,500.

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25' U.S. YACHT Sloop, '78	\$ 8,500
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27' CATALINA Sloop, '73	\$ 11,000
29' CAL 2-29 Sloop, '76	\$ 21,000
30' CATALINA Sloop, '80	\$ 29,500
30' CLIPPER Sloop, '77 w/trk	\$ 16,500

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36' ISLANDER, 1973. Diesel, like new, 3 jibs, Harken, furling, windlass. Great Bay one-design. One of the very nicest 36's on the Bay. Asking \$38,500. (Sistership)



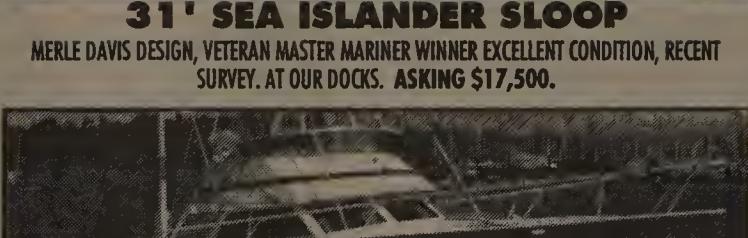
35' SANTANA. Several listings - one extremely well equipped with full cruise and race gear, bags of sails, diesel cabin heater, roller furling, dodger in excellent condition. 35s available from \$35,000.



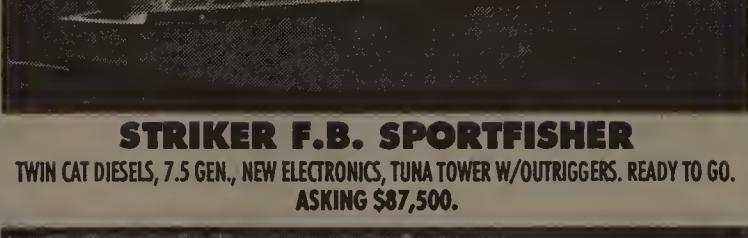
38' PILOTHOUSE GARDEN CUTTER
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ASKING \$85,000.



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1988 VESSEL IS IN MINT CONDITION. NORTH SAILS INCL. SPINNAKER. HARKEN ROLLER FURLING.
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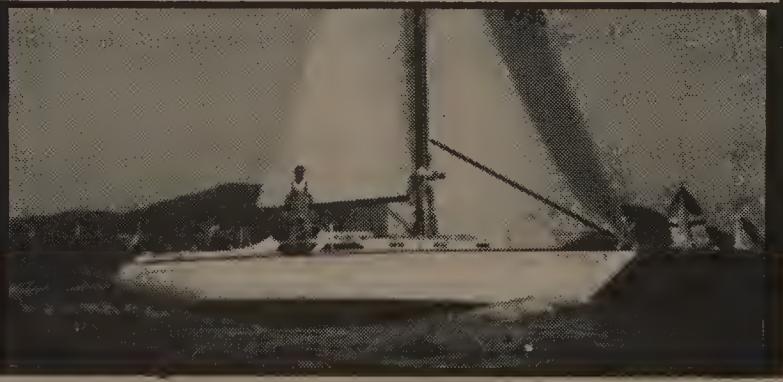
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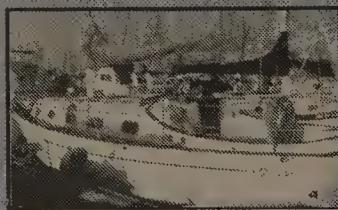
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Olson 30 ('79) Offers
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Young 34 ('88) \$76,950
Farr 34 3 from \$62,500
Peterson 36, immac. \$79,000
Farr 44 ('84) \$250,000
Davidson 56 ('88) Offers

HANS CHRISTIAN 36

Rugged and well equipped for sailing and liveaboard. Good condition but engine needs work. Try \$57,500.



RAFIKI 35

A solid, well kept coastal cruiser and an ideal liveaboard. Airex cored and more. Call to see her.

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O'Day 28 ('82) \$24,900
Morgan 33, Mbd \$34,950
Hunter 35 ('89) \$74,000
Clark 45, classic \$156,500
Salthouse 53 \$176,600
Clark 72 ('87) \$1,620,000

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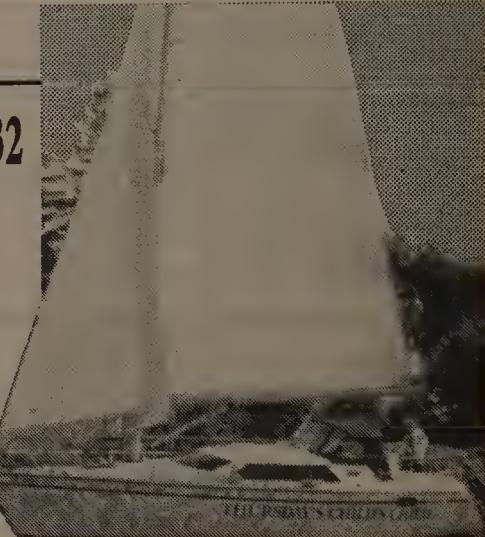
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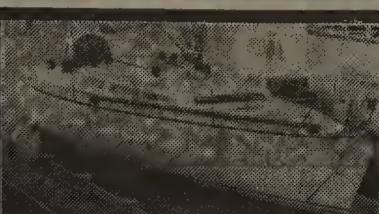
Fax 510.658.1635
(510) 652-2109



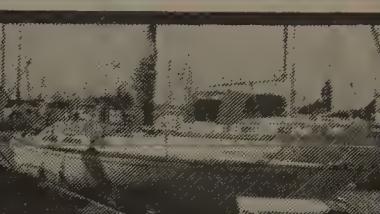
COLUMBIA 45' A lot of boat for the money, a spacious aft cabin liveaboard w/roller furling, 45 hp Perkins dsl, AP, stereo, more. Asking \$75,000.



GULFSTAR 43' - '79. Center cockpit, aft cabin, cruise equipped. New bottom. Great liveaboard. \$85,000. Owner motivated.



SANTA CRUZ 40' - The Ferrari of boats, very well built, fast, and this one's very clean and reasonable. Call us. \$89,000.



CATALINA 38 - '83. Loaded. Epoxy bottom. Anodized spur. Lots of sails. Owner wants it sold now! Asking \$43,000.



PEARSON 36' - '79. Race Sloop version, a perfect '10', beautiful and loaded. Call now!



CATALINA 36 - '83. Diesel, well equipped, set up for liveaboard. Asking \$62,500.



ISLANDER 36 - One left. Great value, family cruiser/racer. Diesel. Owner liquidating assets. \$45,000/submit all offers.



MARINER 35' 77 keel. Brand new Yanmar dsl, lots of cruising equipment. In nice shape. Asking price reduced to \$42,000.



PEARSON 34 - '84. Clean Universal diesel, roller furling. Very motivated seller. Asking \$55,000/submit all offers.



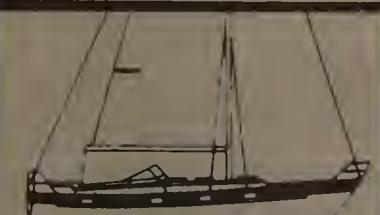
NEWPORT 33' - '83. Diesel engine, propane, pressure water, electronics, good clean family fun. Call and make an offer. \$36,000.



VALIANT PH 40 - '81. Absolutely loaded. Roller furling main & jbs. Fully equipped for bluewater cruiser, post bilster boat. \$159,000.



NEWPORT 30 MK II - '78, beaut cond, completely refit, Volvo dsl, tabernacle mast, great Santa Cruz boat, shows as new! Only \$29,950.



35' RASMUS by Halberg Rassy. Absolutely beautiful w/sep. aft cabin. Famous Maker! Famous Model! Loaded w/gear, Volvo dsl. \$59,000.



O'DAY 28 - Diesel, wheel and very clean. Super motivated seller asking only \$21,000.



YAMAHA 25 - '80. Fast pocket cruiser. Yanmar diesel inboard. Clean. Asking, \$17,000/offers.



GRAND BANKS 42 - '73. Fiberglass hull, stabilized radar, dive compressor. Asking \$125,000.

SAIL	
47' CELERE, new	\$275,000
46' CAL 2-46	CALL
45' COLUMBIA	\$69,000
43' GULFSTAR, 1977	\$85,000
42' H/RASSY, 1982	\$185,000
40' SANTA CRUZ, 1985	\$85,000
36' ISLANDER, 1979	\$37,000
36' ISLANDER, 1976	\$45,000
36' 365 PEARSON, 1979	\$69,500
36' CATALINA, 1983	\$62,500
35' RASMUS H/R, 1974	\$55,000

SELECTED LISTINGS

POWER	
35' SPENCER, 1965	\$25,500
35' MARINER, 1977	\$45,000
34' PEARSON, 1984	\$55,000
33' NEWPORT, 1983	\$36,000
30' NEWPORT, 1983	\$36,000
30' CATALINA, 1978	\$24,500
30' RAWSON, 1962	\$18,000
28' ROYAL CRUISER, 1970	\$11,500
28' NEWPORT, 1978	\$15,500

41' OWENS, 1962	\$35,000
39' CHRIS CRAFT, 1985	\$ 69,500
38' CARVER, 1987	\$185,000
38' BAYLINER, 1988	\$120,000
38' BAYLINER, 1986	\$75,000
34' SILVERTON, 1990	\$118,000
34' SEA RAY, 1986	\$ 62,500
34' CHB, 1980	\$ 55,000
53' BLUEWATER, 1980	\$135,000
42' CARVER, 1987	\$169,000
42' CRUISERS, 1988	\$185,000
42' GRAND BANKS, 1973	\$121,500

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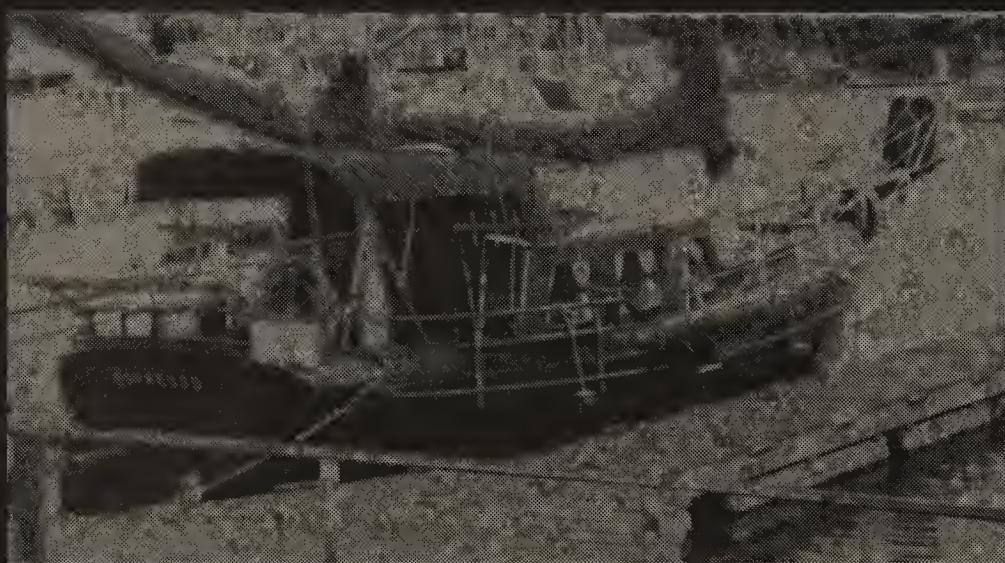
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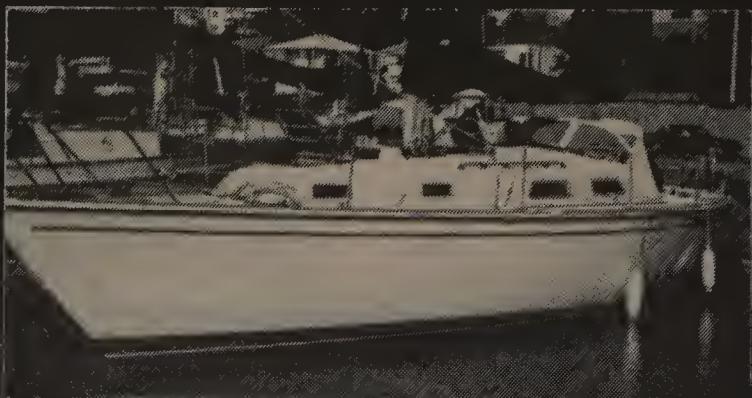
ISLANDER 30 II, 1971

Race rigged. Very clean.
Asking \$19,500.



32' WESTSAIL, 1979

A nice clean factory finished model, well equipped for liveaboard or offshore cruising. *Asking \$59,500.*

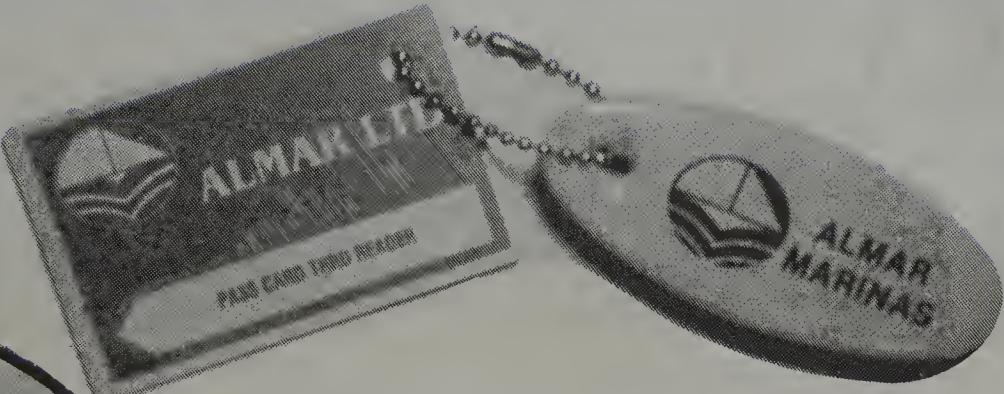
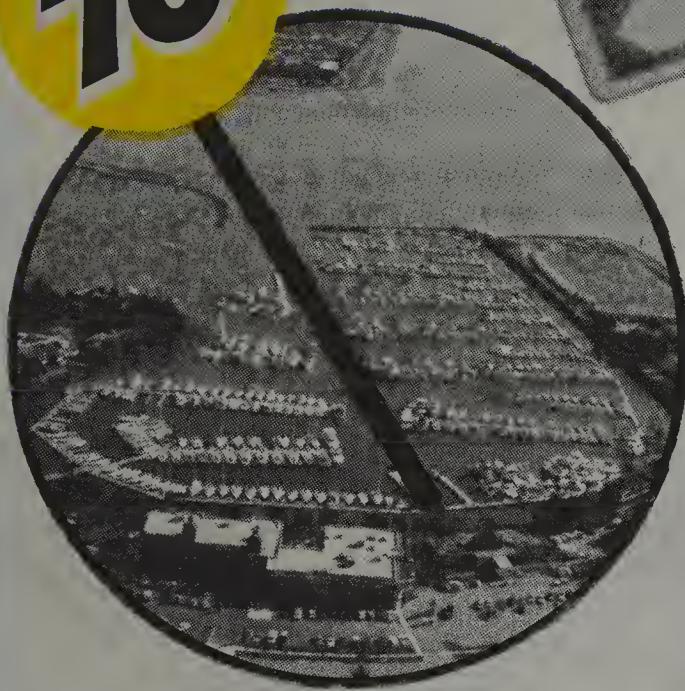


34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. *Asking \$68,000.*

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